

VIA BRINDISI]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS," A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIX.—No. 718.] LONDON, MONDAY, JUNE 4, 1877.

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Latest Advices.

Ports	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received June 4.
JAPAN—Yokohama	Mar. 9	Apr. 19	Apr. 28*
Yedo			
Osaka and Hiogo	Feb. 23	" 18	" 19*
Hakodadi			
Nagasaki			" 6
CHINA—Peking			" 7
Tien-tsin			" 7
Chifu			" 7
New-chwang			Mar. 26
Hankow	" 16	" 5	Apr. 16
Kia-kiang			" 4
Chin-kiang			" 4
Shanghai	" 23	" 10	" 14
Ningpo			" 14
Foochow			" 17
Formosa			" 9
Amoy			" 19
Swatow			" 19
Hong Kong	Mar. 9	" 18	" 21
Canton			" 19
Macao			" 20
PHILIPPINES—Manila	" 2	" 11	" 18
COCHIN-CHINA—Saigon	" 9	" 14	" 23
SIAM—Bangkok			" 23
BORNEO—Labuan			" 17
Sarawak			" 5
JAVA—Batavia			" 24
Sumatraw			" 20
Sourabaya			" 13
MALACCA STRAITS—Singapore	" 23	" 23	" 26
Penang	" 30	" 27	" 30
CEYLON—Galle	Apr. 13	May 6	May 9
Colombo			" 7

* Via San Francisco.

THE MAILS, &c.

The P. and O. mail, with the advices dated as above, from China and the Straits Settlements, reached London, via Brindisi, on Saturday, two days early. The Japan advices were received per Pacific Mail Company's steamer *City of Tokio*, via San Francisco, this morning. The next inward (French) mail, which will bring advices from Yokohama 18th, Shanghai 22nd, Hong Kong 26th April, Singapore 6th May, and is due, via Marseilles, on Monday next, the 11th inst., left Suez on the 26th ult., two days in advance of its due date.

The telegraph lines to the Far East are working satisfactorily.

List of Passengers.

PASSENGERS INWARD.

Per P. and O. steamer *Pawa*, to Brindisi, June 1.—From Galle: Mr. Patison. To Venice, June 4.—From Penang: Mr. M. Carder, Mr. P. R. Lucas. From Galle: The Right Hon. Sir W. H. Gregory, Lieut. Thackwell, A.D.C.

Per P. and O. steamer *India*, to Southampton, expected June 11.—From Shanghai: Mr. and Mrs. Haslam and two children, Mr. J. Hyde. From Hong Kong: Mr. H. G. Brown. From Singapore: Mr. and Mrs. Cameron and two children, and one second-class passenger. From Galle: Mr. and Mrs. Stewart, Mr. P. Bell, Mr. J. Brown. From Manila to Gibraltar: Dona Topete and Gusman, Mr. and Mrs. P. Sanchez and three second-class passengers. From Singapore: One second-class passenger.

PASSENGERS OUTWARD.

Per Messageries Maritimes steamer *Priola*, from Marseilles, June 3.—To Yokohama: Mr. and Mrs. Pollard, Messrs. D. S. Self and Satschnikoff. To Shanghai: Colonel Lée. To Hong Kong: Messrs. W. Clark and W. Heyerick. To Batavia: Mr. and Mrs. Desharpe and son, Miss de Falcourt, Mr. and Mrs. Baptiste. To Singapore: Justice Lushington Phillips, Mr. G. Clarke. To Colombo: Mr. H. S. Saunders, Mr. Handyside, Mr. J. H. Tring, Mr. Rollo. To Galle: Messrs. Mitchell and J. E. Keob. Per Messageries Maritimes steamer *Djemnah*, from Marseilles, June 17.—To Colombo: Messrs. A. White, W. L. Bennett, E. Wells.

Per Messageries Maritimes steamer *Tigre*, from Marseilles, July 16.—To Batavia: Mr. A. P. Cameron.

Per P. and O. steamer *Nisus*, from Venice, June 1.—To Hong Kong: Mr. E. Wilson. From Brindisi, June 4.—To Shanghai: Mr. C. W. Holliday. Per P. and O. steamer *Nepaul*, from Southampton, May 31.—To Yokohama: Mr. E. W. Bayment. To Hong Kong: Lieut. H. C. Horrocks.

Per P. and O. steamer *Malwa*, from Southampton, June 14.—To Ceylon: Comy. C. W. Pearce, Mrs. Pennington, Miss Drury.

To Batavia, per Nederland Company's steamer *Fourwinds*, from Nieuwediep, May 19.—Mr. and Mrs. T. Verhoul, Mr. C. G. Lagerwey, Mr. P. F. Van Wago, Mr. T. G. Neehen, Mr. and Mrs. B. Scholten and two children, Mrs. T. M. Bonge, Mrs. C. D. Versteeg, Mrs. M. Schultze, Mr. H. L. Cadet, Mr. W. T. Van Loenen, Mr. A. J. Diepenbroek, Mr. M. C. W. Van Steeden, Mr. H. L. Margadant, Mrs. B. C. Jasse and child, Mrs. T. G. F. Van Kesteren, Mrs. M. Fuchs, Mrs. G. G. Groven, Mr. Ph. Amel, Mr. F. C. Riccia, Mr. D. J. A. Arntzenius, Mr. T. A. Van Keeken, Mr. H. A. Jasper, Mr. J. Schmedell, Mr. A. Winter, Mr. P. Tiedeman Marthesa, Mr. H. de Steere, Mr. E. de Steere, Mr. G. C. Scholten, Mr. T. B. Scholten, Mr. F. J. Hoffman, Mr. B. Van de Lyl, Mr. and Mrs. F. Conzeman and two children, Mr. and Mrs. H. K. E. Perid and two children, Mr. and Mrs. K. N. Reuter, Mr. L. W. A. Molendrecht, Mr. G. F. Van Mulken, Mr. H. Groven; ten subaltern officers, 200 soldiers.

Per steamer *Pastorius* (Holt's line), from Liverpool, May 29.—To Singapore: Mr. Erskine. To Shanghai: Mr. Donaldson.

Summary of News from the Far East.

The present mail steamer having (in consequence of the change in the Monsoon) left China only two days later than the last French Mail, the intelligence brought is necessarily of a scanty character. The most important general news is that connected with the intended closing by the Chinese authorities of the Telegraphic School at Foochow. This is looked upon with some disappointment by the foreign residents and by the Press; as though it is alleged to be done only on grounds of economy, it is generally considered that the step has been in reality induced by considerations of a reactionary character. It is, however, stated that the natives have faithfully fulfilled their engagements with the Company. On the other hand, the rumour that the Woosung Railway is to be extended to Soochow is again gaining ground, and should this prove to be the case, it would appear that the Chinese are, at all events at present, more disposed to appreciate railways than telegraphs. In Hong Kong much regret was felt at the sudden death of Mr. Thorburn, of the Chartered Bank of India, Australia, and China. Mr. Pope Hennessy, the new Governor, was looked for by the mail next expected.

The news which is brought from Japan with reference to the insurrection appears to be a shade more favourable to the Government, but is still of a doubtful character. The beleaguered castle of Kumamoto had been relieved, and this fact was generally regarded as the turning-point in the struggle. It is considered there is little doubt that, had Saigo contented himself with leaving a body of his men behind him to watch the garrison of Kumamoto, and, with the remainder, have pushed on towards the seat of Government, the *samurai* of the provinces through which he passed would have joined him. But in place of this he wasted precious time before Kumamoto, and so enabled the Government to concentrate their forces against him. Reports had also been spread to the effect that General Saigo had died, but they have not been confirmed. Probably they were set on foot merely with the object of discouraging the rebel cause. Complaints are made by a Tokio paper, which has strong Government proclivities, of the support which the Yokohama journals, in publishing the news, have given to the rebels. These accusations, however, are clearly unreasonable, as the Government can scarcely be considered to have just ground to com-

plain of being misunderstood, if it persistently withhold all news from the public. The obvious result of its adopting that course is that those who do give information are able to put forward matters in a light favourable to themselves. Perhaps the present state of affairs may teach the Japanese a useful lesson in this respect. The trial of Oyama, the ex-Governor of Kagoshima, is proceeding in a special Court presided over by Ogi, the Minister of Justice. It was rumoured that the Ministers were discussing the desirability of the return of the Mikado to Tokio.

From the Straits Settlements we learn that the eight Chinese who were found guilty of kidnapping coolies to Deli have been heavily fined. The weather continued intensely hot and the prolonged drought had exercised an unfavourable effect upon the public health. The decision of the Secretary of State regarding the future Government of Perak was awaited with some amount of anxiety. The work of reconstructing the buildings destroyed by the fire at Tanjong Pagar Wharf had been commenced.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 11th April, and we have advices *via* San Francisco, twelve days later, *viz.*, to the 23rd April. The French mail from London, Feb. 23, arrived out on the 12th April and the following P. and O. mail of March 2 was received on the 18th April.

At last intelligence has been received by the Japan papers of the relief of the long-beleagued castle of Kumamoto. The *Herald*, in commenting upon this news, does not consider that the circumstance was likely at the present time to have any decisive effect on the ulterior results of the campaign, for the relief of the place had been conducted in the same mysterious and unsatisfactory manner which had characterised the general features of the campaign. The place has always been believed to be surrounded by the Satsuma men, and the cause of the quiescence of the garrison was always supposed to be the strength of the rebels opposed to them, and it was this view that seemed to throw doubt on the truth of General Tani's letter, as in it he stated that there were but 800 rebels in face of the town. It was impossible to believe that a garrison of some three or four thousand men was held in check by this small body of opponents, especially when the relieving army was known to be within a few miles of the place. Inexplicable as it must appear, it would really seem as though the above were true. On the morning of the 8th April a battalion of 600 men marched out from the castle, and with but very slight, if any, resistance joined the Imperial forces. Despite of this, it was not until the 15th that the Imperialists entered the town, without resistance. Since that date the Imperialists have been holding consultations as to their next step. The position which was by the last accounts held by Saigo would appear to be much stronger than the former one, for whereas the Imperialists, holding the command of the sea, were enabled to make an attack on his rear, he was at latest dates not only relieved from any fear of this, but was also at liberty to dispose of the corps of observation which held in check the garrison of Kumamoto.

A great deal of discussion has taken place with respect to an organisation known as the "Racing Association." It appears that latterly the more active spirits of the Racing Association have been a good deal exercised to bring about a fusion between the Association and the Yokohama Race Club. A lengthened correspondence has been going on, and prominent members of the Yokohama racing world have been more or less interviewed during the past fortnight by the go-betweens, who have busied themselves in the interests of the new and rather shaky Racing Association to bring about, if possible, an amalgamation with the old established Club, which has during so many years sustained the interests of the Turf in Yokohama. The Yokohama Racing Association has not yet been a year in existence, and has held only one meeting. It has served no useful purpose, but, on the contrary, has worked only mischief; it is not surprising then to find those who were principally responsible for bringing that superfluous body into existence should be already tiring of their uphill work. It took an immensity of personal effort to start the affair, and it requires that exertion should be continually unrelaxed to keep it going. It has no spontaneous go in it. It meets no real want, because it was based on nothing more substantial than a few personal grievances, or grudges against the management of the Race Club. It has entirely failed in realising the fondest hope of the leading promoters of the secession—in wrecking the old club—and as it is too weak to lead other than a sickly and precarious existence, an amalgamation is sought to be brought about under cover of which those who have been most prominent in connection with the association may effect their retreat from an irksome position. These gentlemen by this time have become fully aware that two racing

clubs in this place are not wanted. There is not a field for both, and the public have neither time, money, nor inclination to support them.

From the above-named paper we take the following:—

It appears that the contemplated erection of the new theatre in Shimabarra has been indefinitely postponed, in consequence of the disturbed state of the country; but a temporary one has been recently opened to the public, and is well patronised. Within a remarkably short time, the immediate vicinity of this theatre has been metamorphosed from a scene of desolation and dismal tranquillity, into one of gaiety and bustle; and tea-houses in profusion have sprung up all around it, to minister to the wants and convenience of the theatre-going world. It is remarkable the effect a theatre has in Japan on the condition of the locality in which it chances to be situated; but this is peculiarly true of Shimabarra. It has been so unfortunate as to have suffered three times from the scourge of fire within a comparatively short time. By the first, the Yoshiwarra, which was then situated in that place, was destroyed, and its removal to Asakusa was the cause of much subsequent depression, many of those who directly or indirectly benefited by that institution having removed with it. But shortly after the erection of a theatre had been begun, a sudden appearance of life became manifest, dwellings soon sprung up, tea-houses became abundant, and things generally took a more cheerful turn. It has been said that the erection of the theatre in Shimabarra was a suggestion of Government, in order to appease the people for the removal of the Yoshiwarra, and also to mitigate, as far as possible, the calamities which they suffered from the fire. Be this as it may, it is an undisputable fact that its erection averted the utter desertion of the place, and saved it from becoming one of the already too numerous empty wastes of the city. The same cause is again operating favourably for the same place, and if the people have already learnt sufficient experience from the disasters of the puerile, but fatal manias which possessed them, and which, while seeming to enrich some, actually impoverished all, there is no reason why Shimabarra should not rise into equal importance and respectability with any other part of the capital.

A curious whim seems to have suddenly possessed the military element of the capital—an unaccountable desire to have their portraits taken. Great numbers of soldiers may be seen daily attending at the studios of the various photographers of the city for this purpose, and a temporary filip has been given to this art in consequence. An artist, residing at Sannai, and who distinguished himself as a soldier during the Tokugawa contest, seems to be in great request, and receives more than others the military patronage. He may be seen from sunrise to sunset, his sleeves rolled up, busy executing with all possible speed the numerous orders with which he is entrusted. In the present state of times this sudden caprice of the soldiery appears to carry its own comment. Ignorant of how soon they may be called upon to join their comrades in the conflict now raging in the South, and uncertain of the destiny that may await them there, they may be animated with the praiseworthy motive of leaving something with their friends which could recall to their minds the features of those they held dear, should the fortune of war prove inauspicious to their ever again reappearing to them in the flesh.

The *Japan Mail* has the following:—

During the gale which raged so fiercely recently a diabolical attempt was made by a Japanese to set fire to a house in Sumiyo-Schicho, near the Otomachi. The wretch had prepared a bundle of rags and sawdust, saturated with kerosene, which he lighted and threw among the outhouses of a silk-mercer's shop. By good fortune the blaze was extinguished, and the fellow caught. On being interrogated, he stated that it had been the intention of himself and some accomplices, as soon as the fire had well started, to set fire to houses in the Ogicho and at Ishikawa, thus causing a conflagration that would probably have swept away the entire native town of Kanagawa. The object was evidently robbery, as during the confusion wholesale plunder could have been carried on. It is to be earnestly hoped that the gang with which the scoundrel confesses himself connected will all be caught, and that effective measures will be taken to prevent their engaging in any similar enterprise. A fire is generally so frightful a calamity in a Japanese town that any attempt to wantonly cause one cannot be too swiftly or too severely punished.

We understand that a balloon is in process of construction in Tokio by the Government, which it is intended to use for obtaining certain information of the position of Saigo's army. As six weeks must certainly elapse before it can be ready for shipment to the South, it does not seem as though the Government expected speedily to bring matters to a victorious termination. It is not expected that any foreigners will be allowed to accompany the native aeronauts on their exploring trip.

A correspondent writes as follows:—

There is a total want of confidence here in everything, and business is extremely dull. Fraser, Tuiley, and Co. seem to have taken up what there was left of Heard and Co.'s business. Their old premises, No. 6 Bund, have, I hear, been sold to Findlay, Richardson, and Co. for \$30,000, which, I think, includes lot 27 at the back.

A great deal of squabbling is going on among the racing community, but I fancy the two clubs will soon become one.

There is nothing new about the chaplaincy, but we shall have to find another man soon, as Mr. Garra.t is bent upon missionary work. I wish he would devote himself to the white heathens in the community. There is plenty of work to be done here.

The returns of the traffic receipts of the Imperial Government railways are as follows:—

YOKOHAMA STATION.

Statement of traffic receipts, for the week ending Sunday, 1st April, 1877.

Passengers, Parcels, &c.	\$7,002.62
Merchandise, &c.	538.93
Total	\$7,541.55

Miles Open 18.

Corresponding week last year.

Passengers, Parcels, &c.	\$7,339.17
Merchandise, &c.	366.61
Total	\$7,725.78

KOBE, OSAKA, AND OMIYODORI STATION.

Statement of passenger traffic for the week ending April 1, 1877:—

Passengers	Yen 8,437,653
Luggage, parcels, &c.	293,370
Goods	973,780

Total Yen 9,714,805

Corresponding period last year 3,297,681

TOKIO.

The *Tokio Times*, which has from the commencement of the difficulties spoken in very hopeful tones concerning the civil war, states in its issue of the 21st April that the news from the scene of the southern conflict is steadily favourable to the Imperial arms. Kumamoto was occupied by the troops of General Yamagata, and was the headquarters of Arisugawa no Miya. The rebels had retreated from all the strong positions in which they originally established themselves, and their situation was unknown. It adds:—"The struggle does not seem likely to be much longer continued. Kioto is still the residence of the Court and Ministry. Popular festivals of various kinds have enlivened Tokio during the past week. The report of established communications with Kumamoto, announced a fortnight ago and duly scoffed at by the rebel organs in Yokohama, is now more than fully confirmed. On the 8th inst. a detachment under Lieut. Colonel Oku made its way out of the castle and joined the national troops at Uto. From that day fighting was continued until the 13th, when the insurgents gave signs of an intention to abandon their positions south-west of the city. On the 15th they were driven from Kawajiri and the advance guard of the Imperialists, led by Lieutenant Colonel Yamagata, took their stand beneath the castle walls. General Kuroda entered the place on the following day, and the two months' siege was finally raised. No positive information is given as to the line of retreat taken by the defeated insurgents, but they are believed to have fallen back toward their own province, whether to disperse in confusion or to resume the conflict on a fresh ground is yet to be seen. The news of the last few days has been received, naturally, with extreme discontent by the foreign newspapers in Yokohama which support the revolt."

From the paper above-named we take the following:—

The week has been eminently one of festivity in Tokio. Not only have we had the annual rejoicings over the blossoms at Mukojima—elsewhere spoken of—but Tuesday witnessed the commemorative holiday in honour of Gongen Sama, the founder of the Tokugawa line. On this occasion the fine temple at Uyeno, dedicated to him, was the centre of attraction for thousands who made their prayers and offerings to the illustrious dead. We are told that the contributions, though mostly in minute "cash," amounted to the considerable sum of one hundred yen. Another place generally visited was the monument to the sixteen soldiers who died at the tomb of their lord. Here two large causers were kept burning, and liberal gifts were bestowed by the multitude of devotees. At the Sei Yo Ken the entertainment given in honour of the retiring Italian Minister, Count Fè, lent increased gaiety to that quarter of the Park. A band of foreign trained musicians furnished amusement for the crowd of outside listeners. Those who preferred national music and drama attended the religious plays performed in booths near the Gongen temple.

The destructive fire of last week, in which nearly one thousand houses were consumed, adds another to a long list of similar catastrophes, which might, with additional care, have been prevented. While the firemen at these conflagrations work with a zeal and courage that command admiration, their efforts are seldom of much avail from lack of judicious direction. Peculiar traditions of honour, moreover, prevail in the force—such as, for instance, that which condemns the pulling down of houses not immediately in danger—which seriously interfere with efficiency. The extinguishing apparatus, again, is of antiquated and clumsy character, and should be discarded in favour

of the more modern style. The cost of such changes, especially at the present time, we recognise as a serious difficulty; yet a single conflagration like that of the 6th April consumes as much property as would purchase a supply of engines and hook-and-ladder material sufficient, under wise direction, to render the occurrence of such a disaster well nigh impossible. While thus sitting in the seat of the critic, we must allude to the practice of storing gunpowder in settled districts of the city. The peril of such incautiousness was shown by the lamentable explosion of the magazine at Ichome, Yushima, during this fire. It is said that powder in large quantities is deposited elsewhere in the capital in places exposed to the reach of a conflagration. If so, it is to be hoped that these necessary but dangerous munitions may be transferred to more suitable localities.

The habit of clinging to old nomenclatures, long after they have ceased to be appropriate, is illustrated in more direct ways than in this irrelevant application of the word "East." The name of the capital of this country is Tokio, and has been for nearly ten years, by Government decree. We might suppose that a nation could call its capital what it chooses, even if it may not regulate its own tariffs and execute its own laws. But this is not the view of Europe and America. To discard the ancient and familiar title, on any occasion, is to affront the sensibilities of readers in either of those quarters of the globe.

HIOGO.

The *Hiogo News* of the 18th April says:—

For the past two days the unusual sight has been seen in Kobe of a number of men armed with Japanese swords, and on inquiry we learn that they are volunteers for the war. Some of them are the "following" of the fencing-master referred to in the *Osaka Nippo*, but a large number of them seem to be independent volunteers whose services have been offered to the Government and accepted by it, others again being said to be shizoku who were enlisted aforesaid and disbanded. They were certainly rather a curious looking lot at first sight. Out of one batch we saw, numbering somewhere about a hundred, seventy-five per cent., we should say, looked as if they were no better off, financially, than jinrikisha coolies, while the remaining twenty-five per cent. were dressed in really expensive clothes. The physique of the men, however, was decidedly good for Japanese, and they will be formidable men in hand-to-hand fighting, if they can wield the swords they wore. These were of all sorts of lengths, some of them being certainly over four feet in the blade alone, to say nothing of the handle. Arrived at the Western Custom-house, the men were each given a muzzle-loading Enfield carbine, and they were then put into uniform by the summary process of turning out some foreign clothes in front of them, when each man seized what he could lay his hands upon, and put it on over his Japanese dress, all considerations of fit and size being apparently totally disregarded. The effect was absurd in the extreme, and certainly on the whole did not improve the appearance of the men; but it is astonishing what a smart drill sergeant may do with an awkward squad in a week. We suspect, however, that company drill will not be much required of these recruits, but that they are intended to match Saigo's skirmishers at their own game of ambuscades, night surprises and sword play at close quarters. They went on board ship in high spirits, seeming quite to relish the errand they were on.

Whatever the political troubles of the country may be, the sentiment of personal loyalty to his Majesty the Micado seems to remain unimpaired. When his Majesty first arrived at Kioto we believe that the officials (Kocho, &c.) of any given district used to be notified whenever his Majesty had a mind to take the air in any given direction; but we hear now that even this small formality has been dispensed with, and that he now rides whithersoever he lists, with a total absence of all previous formality.

Imitation of foreign trade marks has long been so common a sin amongst Japanese that the foreign newspapers in Japan have almost entirely ceased to give any prominent place to the cases that are continually being brought under their notice. As the local authorities never, so far as we know, took any steps to check the evil, things have had, in the course of years, to right themselves, and for some time past foreigners have had to protect themselves by only dealing with foreign compradores of acknowledged respectability for all such things as Japanese were at all likely to imitate. Had a case of, say, the imitation of a beer label, (one of the commonest of these frauds), come under our notice we should have said nothing about it, as in such matters as beer exposed for sale in the native town foreigners are well able to protect themselves; but we have seen some spurious butter, purporting to be Danish, and it may not be amiss to put foreigners on their guard. Tins of an acknowledged good brand of butter have evidently been bought up by Japanese filled with something that smells like salt tallow, and sent in to a foreign auctioneer for sale as the genuine article. Great care has been taken to preserve the labels, and a good deal of ingenuity has been shown in re-soldering and painting the tins.

We notice that another new industry has sprung up at Tokio—cigarette making. A quantity were landed here a few days ago, and should they find favour the trade may turn out to be.

one of some importance, as cigarettes have been for some time, we understand, in considerable demand at the native stores, and surely they can be turned out on the spot for much less than the import price of the foreign article.

NAGASAKI.

The *Rising Sun* has the following:—

The *Sumida Maru* arrived with about 340 wounded officers and soldiers from Takase—north of Kumamoto—where a temporary depot has been formed for the treatment of those disabled, until such times as they can be forwarded elsewhere. There were several severe cases on board, one man having died on the way up, and many more being seriously hurt. The average of wounds appeared to be about the ratio of two-thirds shot to one-third sword. The men looked as cheerful as they could under the circumstances, and were patiently awaiting the arrival of the boats in which they were to go on shore. The *Sumida Maru* having landed all the wounded left again for Takase, where we were informed there were about 1,500 more wounded and a daily increase of from 100 to 200.

The court-martial held on board H.M.S. *Audacious* with reference to the stranding of H. M. S. *Lapwing* has been concluded. The Court was composed of the following officers: Captains Buller, of the *Modeste* (President), Colomb, and Douglas, Acting-Commander Castle, and Lieutenant Garbett. At the termination of the inquiry the Court severely reprimanded Commander Wiseman and the Navigating Lieutenant, and reprimanded the gunner whose watch it was at the time of the disaster.

The *Cosmopolitan Press* says:—

Five hundred volunteers have offered to don the Red Cross and attend to the sick and wounded both in camp and hospital. This speaks well for the spirit of the Nagasaki people, and shows that they are loyal to the Imperial cause.

We may shortly expect H.R.H. Arisugawa-no-Miya to come to Nagasaki, but have no particulars as to the intention of his visit. We wonder if he intends to make this place the base of his operations?

CHINA.

SHANGHAI.

The present mail brings advices from this port to the 15th April; no later mail from London had been received.

The arrival is noted, per French mail, of their Serene Highnesses Prince Alfred Moutenuovo and Prince Henri Lichtenstein. They left Vienna in August last to visit the Philadelphia Exhibition, crossed the American continent, sailed from San Francisco to Japan, visited Siam, and intended to make various excursions to Hankow, Peking, &c., returning to Shanghai and going thence to Java, the Straits and India, and coming home via Egypt.

It is stated in the Shanghai papers that important telegraphic advices had been received at the United States Consulate-General, from Washington, with reference to Consular affairs; but they were not in a position to say what their precise tenour might be. The *China Mail*, however, had a short time back a statement that the new administration had determined to send the Hon. George F. Steward to the Court of St. James, as a mark of respect to the memory of his uncle and of esteem for himself personally, and that in connection with this change Mr. Bailey, the United States Consul at Hong Kong, would be entrusted with the Peking Mission; that Major Studer would be translated from Singapore to Hong Kong, or, failing that movement, that General Van Buren would be sent to Shanghai, in which case the new American Consul at Bangkok, Mr. Sickles, would be appointed to the post vacated by the General in Japan. Whatever value may or may not attach to this rumour, it seems probable that the communication above noticed has some connection with it.

The *Courier* contains the following somewhat amusing paragraphs:—

A curious sight is to be seen at a shop situated at the corner of the Honan and Hankow Roads. It is the studio of a native photographer who has lately failed. Now, according to law and custom among the Chinese, the creditors of a defaulter assemble at his house, with pipes, tea, and mattresses by way of making themselves comfortable, and then simply "take possession," to the great misery of their unwilling host. In other cases they all gather in front of his door and set up a howling chorus, clamorously insisting upon an immediate satisfaction of their claims—a demand which is of course impossible. In a foreign settlement such a proceeding is clearly out of the question, and a very curious method has been substituted in the present instance. On a board, which is apparently placed there for the purpose, each creditor has pasted the account which the bankrupt has failed to discharge, in full view of every passer-by; while inside the darkened shop sits a native Municipal policeman, to see, we suppose, that no disturbance takes place. It is believed that this placarding of invoices amounts to a formal assertion of the claims of the creditors upon the estate; and this may very probably be the fact. But it is one which we should be very sorry to see adopted among foreigners.

Mr. Deputy-Commissioner McKean makes a very curious revelation in his Report on the Trade of Swatow. He draws particular attention, in one of his concluding paragraphs, to one most singular article of export, namely, human hair, which consists of the combings collected in the barbers' shops. These *debris* go exclusively to Europe, says Mr. McKean, and the trade seems to have sprung up in 1873. Since then it has much increased, as the following figures will show:—

1873 ...	Export Piculs	141	value Hk. Tls.	2,904
1874 ...	" "	381	" "	6,521
1875 ...	" "	1,000	" "	16,949

The only use to which this refuse can be put, as far as one is able to judge, is the manufacture of chignons for European ladies. "It is strange enough," says Mr. McKean, "that a queer uncertain fashion like this in Europe should have permanence and force sufficient to create a demand and supply in the interior of China; but it is worth while to reflect on the marvellous industry and thrift of a people which in a brief time turns to profit the seemingly valueless sweepings of barbers' shops." We are not sure that Mr. McKean will receive the thanks of the fair sex for this *exposé*, or for presuming to call any fashion that they may patronise a "queer" one; but we think they ought to be very much obliged to him for letting them know of what unsavoury materials their head dresses are made. We believe, however, we are correct in saying that chignons are now a thing of the past; and we shall be therefore curious to see whether the export of barbers' refuse from Swatow falls off in consequence.

FOOCHOW.

The *Foochow Herald* announces the closing of the Telegraph School at that port. It says:—

After a successful term of twelve months the Provincial Government has decided on closing the Telegraph School, and terminating its contract with the Great Northern Company. Want of the necessary funds is put forward as the ostensible reason for this not wholly unexpected measure; but our impression is that other considerations—of a reactionary character—have influenced the decision arrived at. The native authorities have, we are informed, faithfully fulfilled their engagements with the Company, and have also expressed their entire satisfaction and approval of the manner in which the Company has carried out the contract. The Pagoda Anchorage line will be worked entirely by Chinese educated at the school, and we are assured that they are perfectly qualified to do so. This is sufficient in itself to show that considerable progress has been made, though of course the instruction received has been quite rudimentary. We are confident that this decision will be viewed by the foreign community with regret; and that the Chinese authorities will yet have reason to deplore the reactionary policy that has led to the suspension of a work full of promise in the future. Unlike many other enterprises to which the native Government is committed, the Telegraph School was a foundation of such practical value and utility that it must inevitably have succeeded in winning over all doubters in the official ranks. In a huge country like China, with a weak central Government, and a corrupt provincial administration, the advantage of having telegraphic communication between different parts of the empire is sufficiently apparent, and is, we believe, fully recognised by Li Hung-chang, Ting Futai, and other leading Chinese statesmen. But the *litterati* and gentry are—like many English gentlemen of the last generation—strongly opposed to such innovations, and they are supported we believe by a strong Court party at Peking. We entertain a strong hope that wiser counsels will yet prevail; and that institutions like the one under notice will not merely be tolerated but fostered by the State. China became great through the inventive genius of her people; she is now miserably deficient in matters of material progress—through the selfish exclusiveness of her rulers. Increased contact removes ignorance, and thus diminishes hatred.

The same paper has the following:—

We have lately seen several sadly mutilated United States Trade Dollars. When these dollars first became current at this port it was understood that they should be exempt from the senseless and grossly unjust practice of "chopping," or, in other words, dishonest custom of slicing off portions of the precious metal—to the no small injury of servants and others who are paid by count instead of by weight. In fact, the Chinese authorities issued a proclamation on the subject, translation of which was subsequently published in this journal. The difference between a *clean* and a *chopped* dollar is keenly appreciated by the poorer class of natives, in whose minds shroffing is too often only another term for *shrinking*.

A watchman in the employ of a foreign firm hanged himself on the night of the 10th April, under the following circumstances:—Several robberies had lately been committed in the neighbourhood, and a man was arrested on the charge of being concerned in the same. This man, under examination, declared that the stolen property had been received by the deceased watchman. A yamen runner was therefore sent to arrest the watchman, who loudly protested his innocence, and resisted capture. The authorities were, however, determined to make him prisoner, and

the unfortunate man was in such dread of the torture and squeezing incidental to men in his unhappy position, that he saved the paternal mandarins all further trouble by hanging himself under the porch of his foreign employer's residence. His fellow servants stoutly maintain the man's innocence, and say that the actual thief owed him a grudge and trumped up the story of his guilt. Under any conditions, the case fitly illustrates the native dread of the sort of justice (1) usually meted out in the city. The man was about fifty years of age, and had been in foreign employ since the opening of the port.

The hospital for native women and children lately erected at the west end of the Foreign Settlement, and which is to be under the care of Miss S. Trask, M.D., was to be formally opened on the 18th April.

HONG KONG.

Our advices by this mail extend to the 21st April; no later mail from London had arrived out.

H.E. Mr. Pope Hennessy, the new Governor of Hong Kong, was looked for there about April 23, by the English mail due that date. The usual official arrangements in connection with his landing were being made.

The appeal case of *Lembke v. the Oriental Bank* has been argued before the full Court, but judgment was not given at the date of the mail's departure. It will be recollected that in January last Mr. Lembke recovered against the Oriental Bank the proceeds of two bills of exchange drawn in July, 1875, under a letter of credit of Messrs. Im Thurm and Co. The drafts in question were purchased here by the Oriental Bank, and a letter of hypothecation was given by Mr. Lembke. Before maturity of the bills in London the Oriental Bank there delivered the shipping documents to the acceptors of the bills, and the acceptors became bankrupt during the pendency of the drafts. The bills were protested, and the Bank applied to Mr. Lembke for payment as drawer. He refused to pay, but to avoid legal proceedings finally paid under protest. The plaintiff then brought his action here to recover the amount thus paid, alleging that the Bank having taken letters of hypothecation was bound to keep the shipping documents till payment, and wrongfully parted with them, and thus were responsible for the loss. The case was tried before his Lordship Sir John Smale in December last, and resulted in a verdict for Mr. Lembke, and from this decision the present appeal was made.

Great regret has been felt in the Colony at the sudden death of Mr. Henry Thorburn, late Acting Manager of the Chartered Bank of India, Australia and China. The sad event, says the *China Mail*, which occurred half-an-hour past noon of 19th, created quite a gloom in business circles, not alone from its suddenness, but from the high regard in which Mr. Thorburn was held by the Community. The deceased gentleman had an apoplectic attack on the 18th, and shortly before noon next day he had a second attack, from which he never rallied. Mr. Thorburn had been ailing slightly for some time past, but nothing serious was apprehended by his most intimate friends until Wednesday. Though a young man in his prime, he had passed many years of his life in the East, chiefly in Hong Kong and the North. His genial soul, his affable disposition, and his thoroughly true and straightforward character had endeared him to many; and there are not a few in every port of China but will feel that in his death they have either lost a valued friend or a pleasant acquaintance. Those who knew him best will miss him most. His funeral was largely attended, as was to be expected, by many of the leading residents of the Colony. The annual meeting of the Hong Kong Club was postponed on account of the mournful occurrence.

From the above named paper we take the following items of general news:—

We understand that the Rev. E. Davys, but recently appointed Acting Military Chaplain, has been dismissed from that office by the Right Rev. Bishop Burdon; and that the Rev. J. Henderson has been appointed in his stead. This is much to be regretted at the present time, as many will be only too ready to read between the lines of the dismissal what is calculated to grieve the heart of every true Churchman. While we deplore the frequent changes in the Military Chaplaincy it is pleasing to learn that there is a hope that the Rev. W. H. Baynes may return to the post he temporarily filled so acceptably. If the Military authorities were to recommend his appointment to the Military Chaplaincy Bishop Cloughton could not accede to a request that would give more general pleasure.

The following account of the average amount of bank-notes in circulation in Hong Kong, during the month ending 28th March, is published in the local *Government Gazette*:—

Banks.	Average Amount.
Oriental Bank Corporation...	\$269,530
Chartered Mercantile Bank of India, London and China	653,836
Chartered Bank of India, Australia, and China...	415,682
Hong Kong and Shanghai Banking Corporation...	1,637,940

Total \$2,976,988

By the arrival of the Chinese Revenue cruiser *Faiho*, Cap-

tain Cocker, we learn that the survey of Pakhoi has been completed, and will soon be laid before the public. The work has occupied six weeks; and from the known skill and ability of Captain Cocker and his officers there is no doubt but that a great service has been rendered to foreign navigation by their labours just concluded. Captain Cocker and his officers are firm believers in the future success of Pak-hoi as a port for foreign trade, and are convinced that water communication exists between that port and the neighbouring provinces of Yunnan and Tonquin.

A confirmation for native Christians belonging to the Congregation of St. Stephen's Church was held by Bishop Burdon on the 18th April, at the Cathedral, when some twenty-six candidates (male and female) mustered at the time appointed to receive that rite. All of them, we learn, were baptized as adult converts from heathenism, and we congratulate the resident missionary of the Church Missionary Society upon the promising character of the work as evidenced by those he presented to-day.

Among the Chinese visitors to the City hall Museum on 12th April, there was one illustrious personage, viz., the new incumbent of the generalship at Chao-chow, the successor of General Fong, who has been promoted to the chief command of the land forces in Kwantung. The name of the new General is Ho Ming Leang, and he is only thirty-one years of age. He has, however, rendered very meritorious services against the rebels, and has been at one time the Chen-tai at Chiukiang. It is unusual for a man of his age to have obtained the high rank he is now holding. He is, moreover, an officer who has been serving under Teo Tsung Tang, the Commander-in-Chief in the Kashgar Expedition. Among the places he visited to-day were the Police Court and the Central Police Station, where he happened to see drill, to which he paid great attention, and expressed a great desire to see a parade of soldiers on a large scale. He appears to be a clever man, and well able to understand the foreign manoeuvres of warfare, for during the police parade he very closely observed every movement of the policemen. He next inspected the working of the telegraphic system, and by the kind attention of Inspectors Horspool and Grey he saw all he could wish to see and learn. He was accompanied by the officer in charge of the Capsumoon Customs Station. The General is here en route to assume his office, and will leave either in the *Namoa* or *Douglas*.

"The Chinese will eventually buy us up stock, lock and barrel," is the most casual observation now made amongst Hong Kong residents. At a handsome premium it might not be so calamitous an arrangement after all. The wave of Chinese building operations seems to be slowly advancing nearer and nearer to the Clock Tower, and the latest site fixed upon for Chinese houses is the premises facing Queen's-road, now occupied by Mr. Armstrong, the Government auctioneer. It may be regretted, on various grounds, that the peculiarly foreign quarter should be thus encroached upon; but it appears to be the inevitable tendency. Some prophets predict that the Hong Kong Hotel may ere long pass into the hands of the Chinese; and we begin to wonder whether the Government buildings will next be mortgaged or sold to native speculators.

From a return in the local *Government Gazette* it appears that the largest number of prisoners in the gaol on the last day of any week during 1876 was 563, on November 12th, and the smallest 347, on February 20th. The largest number of Europeans confined in the gaol at any one time was 75, and the smallest 30. On January 2nd the European prisoners numbered 68, and on December 31st only 30. The largest number of female prisoners (Chinese or coloured) at one time was 38, and the smallest 10.

The following is the report of Dr. Ayres, Colonial surgeon, on Opium smoking:—

"When I came here I found the rule was to put opium smokers under special treatment on their entrance into the jail, allowing them so much opium and decreasing the quantity every day, at the same time using stimulants and tonics, in the shape of gin and quinine. I could see no necessity for this, and in very few cases have I allowed either opium or gin to be given. As a matter of fact, opium smoking, as used by the majority, has very little permanent effect upon the system; it is as easily stopped as tobacco smoking, and with as little harm to the subject. A very great deal of nonsense has been written on the subject of its injurious effects. An opium smoker consumes but a small quantity of opium, and the power of the drug is not exhausted by one smoking, as the ashes are reprepared over and over again. Opium, therefore, used in this way does but little harm; but it is a far different case with the opium eater, who is as rare in China as he is common in India. The effects of opium smoking and opium eating seem to have been confounded together in the minds of the English public. The opium smoker gives himself up to sensual indulgence, is lazy and incapable of work when he carries it to excess; in moderation it is no more harmful than tobacco, and stopping it causes as little inconvenience in most cases. Far different in it with the opium eater; to stop his allowance, when the habit is a confirmed one among Indians, is certain death. I have seen Indians deprived of their opium

apparently having only a few minutes to live, revive in an hour, and go about their work after a full dose has been administered. These are the conclusions I have come to after considerable experience in India and here. There has been only one death in the jail this year, as compared with two in 1875."

CANTON.

The correspondent of the *China Mail* has the following:—

We are glad to hear that the efforts of the Chinese Hospital at Canton in raising a Famine Relief Fund for the distressed people in Shantung have been very successful; over \$3,000 have been subscribed within three days, and more are daily coming in, the individual donations ranging from \$500 to 50 cents.

A singular story reaches us from Canton, which reveals one of the many phases of Chinese corruption. The captain of a Chinese man-of-war, attached to the Foochow Arsenal, lately had occasion to go to Canton, his mission being to convey to Foochow the family of the new Viceroy at Fokien. As a matter of courtesy, he made a call on the Viceroy at Canton on his arrival there, but to his great dismay he was requested to make the usual payment of *Mun-paou*, or "door-perquisite," before he could be admitted into the Viceregal presence. The brave sailor, not the least daunted by this unexpected rebuff, told the official at the door (whoever he might be) that he belonged to the Mandarinate of a neighbouring province; that he had nothing to do with this province, and had no favour to ask of his Excellency; that he belonged to Foochow, and was on a special mission to convey the family of the new Viceroy from Canton to Fokien; that he was not going to give any bribe; that he only called as a matter of courtesy, and that, if there were any obstacles in his way, he could let it alone, although he meant to pay his respects to the Viceroy. In spite of his remonstrance he was not permitted to see the Viceroy, and the excuse given was one of official etiquette. But whether rightly or wrongly, we fancy there must have been some "little game" in hand on the part of the underlings in this matter.

MACAO.

The subscriptions for the relief of the sufferers by the recent floods in Portugal amounted to \$1,345. A great deal of suffering is stated to be felt among the lower classes in the colony. A new deputy was to be elected, and as usual there was some little local excitement on the subject.

STRAITS SETTLEMENTS.

SINGAPORE.

The present P. and O. mail brings advices from this port to the 28th April; no later mail from London had been received. We take the following items of intelligence from the *Straits Times*:—

The short interval since our last issue has been chiefly remarkable for the great heat of the weather, and a prolonged drought, which has lasted now over two months, and has exercised a baneful effect on the health of the community owing to the consequent scarcity and bad quality of the water. In our last it was stated that cholera was rife, and it is now satisfactory to state that the reports of twenty deaths *per diem* were much exaggerated and originated in a panic caused by several very sudden deaths in rapid succession with symptoms of cholera. The disease is here, but in its sporadic, not epidemic form, and is termed choleraic diarrhoea. Only thirty deaths have been officially reported in twenty-seven days. The authorities have been on the alert, and have taken all sanitary precautions possible. The scarcity of water has been the sole cause of the appearance of the disease, and every effort has been made to give the town a supply from the water-works. The authorities expect to be able in a day or two, by means of powerful engines, to pump up water to the reservoir on Government-hill sufficient to give a moderate supply, until the works are finished, or at least until the existing drought has come to an end. Accounts from Penang report similar heat and drought there and in the province, with small-pox and cholera spreading. The natives have had several processions praying for rain.

The coals at Tanjong Pagar Wharf are still burning, but a day or two more will see the fire completely extinguished. During the whole fortnight that has elapsed since the fire began two powerful centrifugal pumps have been almost incessantly at work pumping water to a height of some eighteen feet, for conveyance in iron pipes and wooden troughs above the coal where it has been most needed. In addition three tugs and fire-engines have been at work pumping water through hose. Yet with the coal covering six or seven acres of ground it has been found impossible to put the fire out in a fortnight. The quantity of coal stored on the company's premises was 48,000 tons, of which 5,000 or 6,000 tons escaped untouched, and a considerable quantity will be saved. About half the coal is believed to have been covered with insurance. Already the work of reconstruction has commenced, and brick pillars are rising rapidly on the cleared portion of the coal sheds, and corrugated iron or zinc will replace the old attap roofs, which proved so fatally combustible on the afternoon of the 13th April, 1877.

The Criminal sessions here are not over yet, owing to some heavy cases occupying the attention of the Court. The police torture case was decided on the 20th, when the two policemen were found guilty and sentenced to three years' rigorous imprisonment. In connection with this case also, Inspector Strugnell has been suspended from duty pending an inquiry into his conduct in the matter. Another case of some interest which has been decided is that of the eight Chinese accused of kidnapping coolies for Siak. They were found guilty and sentenced, two to fines of \$750 each or four months' rigorous imprisonment, and six to fines of \$100 each or two months' rigorous imprisonment. There have been other heavy cases, and it will take all that the Acting Chief Justice, the Hon. T. Ford can do, to get through his work and be in Penang to open the Sessions there. The unspeakable wrong doing of the Colonial-office with regard to the administration of justice here is worthy of Turkey or Russia.

Ex-Sultan Ismail and followers are interned in Johore. Ex-Sultan Abdullah, the Mantri, Laxamana, and Shahbandar of Perak are in custody here in the Civil Prison, awaiting the decision as to their future place of abode. The community now await with interest the Secretary of State's decision as to the future government of Perak, as it is clear that the existing arrangement is not in conformity with his despatch of June 1876. Meantime Mr. Hugh Low governs Perak by advising the Rajah Mudah Yusuf. "My policy in Sarawak," wrote Sir James Brooke in 1850, "has been high-handed against evil-doers. Your slipshod policy is in the end a bloody and a cruel one."

Five forged notes for \$500 each of the Singapore branch of the Chartered Bank of India, Australia, and China have been detected. Four of them were presented at the Bank in payment of a draft on Hong Kong, but were at once detected by the head cashier, Mr. Ho Yiang Moh. They were in the possession of a respectable Chinese hong, who received them in the regular course of business. Inquiry being made, another of the same amount was found, making five in all. The forgery is most ingenious, and it is surmised was done in Canton.

H.M. *Junco*, at present here, proceeds shortly to China, and will be replaced by H.M.S. *Charybdis* from Hong Kong.

The present mail steamer takes home to Europe one of our old residents, who has done good service to the Settlements, namely, Mr. John Cameron, vice-chairman of the Chamber of Commerce and member of the mercantile firm here that bears his name. Mr. Cameron is no doubt known at home as the author of "Malayan India," written by him fourteen years ago, and which is probably the most readable history and description yet published of these settlements. He has also contributed various papers on the Malay Archipelago to the Geographical and other societies of which he is a fellow, and for many years he edited and was the chief writer in the "Straits Times." Mr. Cameron came to the East twenty-five years ago, and goes home now, we believe, chiefly on account of his health.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BIRLEY.—On the 30th May, at Mitcham House, Mitcham, the wife of Francis Hornby Birley, of a daughter.
BISHOP.—On the 26th April, at Kandy, Ceylon, the wife of J. B. Bishop, Chartered Mercantile Bank of India, London, and China, of a daughter.
CHING.—On the 25th May, at 96, Wittenberg-street, Chapham, the wife of Mr. H. Ching, M.B.C.V.S.L., of a son.
HUNT.—On the 19th April, at Nagasaki, the wife of R. J. Hunt of a daughter.
LUTTONJEE.—On the 31st May, at Calder Cottage, Guernsey, the wife of Mr. Luttonjee, of a son.
STANFORD.—On the 24th May, at No. 12, Elgin-gardens, Effra-road, Srixton, the wife of George Stanford, of Calcutta, of a son.

MARRIAGES.

CODDEN.—GREEN.—On the 16th April, at H.B.M.'s Consulate, Hong, and afterwards at the Union Protestant Church, by the Rev. H. J. Foss, Charles Henry Codden to Frances Helena Peers Green.
EVANS.—WRIGHT.—On the 24th May, at St. Margaret's, Whitnash, Warwickshire, by the Rev. E. H. Evans, father of the bridegroom, assisted by the Rev. Canon Young, rector of the parish, Henry Paragon Evans, Bachel. C.S., to Edith Florence, second daughter of the late Rev. Dr. Wright, Head Master of Coaches Grammar School.

DEATHS.

BRIDGES.—On the 24th May, at Cannes, suddenly, Edward Torlesse Bridges, youngest son of the late Rev. Charles Bridges, Rector of Hinton Martel, Dorset, aged 38.
FICKLING.—On the 14th April, at Penang, Ernest, eldest son of Mr. A. J. Fickling, of Richmond-road, Hae-ney.
HULME.—On the 25th May, at Brighton, Eliza, relict of the late John Walter Hulme, Chief Justice of Hong Kong China.
PARKER.—On the 19th May, at Rowell, Weymouth, Hugh John Hyde Parker, youngest son of Harry and Louisa Parker, aged 15, and grandson of the late Lieut. Gen. J. B. Parker, C.B., R.H.A., Lieut. Governor Royal Military Academy, Woolwich.
PATRIDGE.—On the 2nd June, at 31, Lee-terrace, Blackheath, Dan Patridge, late of Shanghai, aged 52.
RANGAN.—On the 13th April, at Yokohama, William Rangan, aged 16.
THORNBURN.—On the 19th April, at Hong Kong, Henry Thornburn, Acting Manager of the Chartered Bank of India, Australia, and China.
TURNBULL.—On the 9th April, at Yokohama, James Turnbull, a native of Scotland, aged 38.
WHEATLEY.—On the 23rd May, at Westgate, Peterborough, after a lingering illness Caroline, the wife of William Wheatley, aged 33 years.
WILLIAMS.—On the 23rd May, at 39, High-road, Notting-hill, General Sir Watkin Lewis Griffiths Williams, Bart., H.E.I.C., aged 77 years.

THE Chevalier de Schnaeffer, Austrian Minister to Japan and China, and formerly Austrian Consul in London, has been appointed Diplomatic Agent and Consul-General at Cairo, in the room of M. de Cischini, who retires from the public service.

Market Reports.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the interval a fair business had been transacted in Yarns, but the demand at the close had somewhat subsided. Shirts were attracting more attention, at slowly advancing rates. T-Cloths (7 lbs.) and Drills were difficult of sale. Turkey Reds had been taken at lower prices, the lighter weights being, however, still somewhat neglected. Victoria Lawns had again declined. For Woollens there was generally but little demand. Business in Metals had been small and unimportant. The stocks were large, and prices showed no signs of improvement.

HIOGO-OSAKA.—The Chamber of Commerce Circular contains the subjoined report:—The market has been wanting in activity, dealers showing little inclination to operate at previous rates. The local demand for Yarn and Shirtings continues to be met by importations from Yokohama on native account. A larger business than usual has been done in T-Cloths and Drills, principally for Government purposes. Turkey Red Cambrics are weaker again. Victoria Lawns have been placed to a moderate extent at irregular prices. Woollens and Worsteds: Orleans and Lustres of all descriptions are extremely depressed. The demand for Mousselines de Laine is quiet, and former quotations are with some difficulty maintained. A fair quantity of cloth has been disposed of for army use, and the remaining stock of Blankets has found the same destination, at an extreme rate. Iron: Square Bars are the only descriptions at present saleable. Sugar is declining. Kerosine Oil has been sold at \$5.00, but is weaker at the close.

CHEFOO.—Messrs. Cornabé and Co.'s Circular says:—Cotton Goods have continued very dull of sale, and the prices quoted are purely nominal. Metals: Both Iron and Lead are out of stock, and the first supplies that come to hand will be readily saleable.

HANKOW.—The Chamber of Commerce Circular says:—The demand for Piece Goods has been very limited, and prices remain unchanged. Cotton Goods: Grey Shirtings: Sales have consisted of 500 pieces 8½ lbs. B. "Green Phoenix" chop at Tls. 1.78; 500 pieces 8½ lbs. "Flower" chop at Tls. 1.35; and 100 pieces 7 lbs. "Stork" chop at Tls. 1.11 per piece. T-Cloths: The inquiry for these has been limited, and no sales have transpired. Metals: Lead: The market has continued quiet, and only a small business has been done at Tls. 5.80 to 5.90. L. B. is quoted at Tl. 5.90 per picul. Quicksilver: In the absence of any demand prices have declined Tl. 1 per picul, and are nominally Tls. 51.0 to 52.0 per picul. Tin Plates and Tin: There is no business passing, and quotations remain unchanged.

SHANGHAI.—There had been a very quiet market for all descriptions of Cotton fabrics. At Messrs. Cumine and Co.'s auction Grey Shirtings were from 2 to 4 candareens lower all round. T-Cloths, best Mexican 7 lbs. and 8 lbs. maintained previous quotations, were scarce, and well held. In White Shirtings there was still a small inquiry at Tls. 1.65 per piece. Woollens and Worsteds were selling at auction in moderate quantities at about previous quotations, but there was no private inquiry for such fabrics at present. There had been no improvement in Metals, the demand for all kinds being less active; Nail Rods showed a further depression. In Lead there had been very little doing.

FOOCHOW.—The sales during the interval had been:—T-Cloths: 7 lbs., 1,000 pieces at \$1.72 per piece; 8 lbs., 500 pieces at \$2.32; 8½ lbs., 500 pieces at \$2.62. Lead, 4,300 pigs at \$8.50 to 9.00 per picul.

HONG KONG.—There had been no improvement in business generally, the only inquiry being for one or two special articles which were in small supply. Messrs. Olyphant and Co.'s Circular says:—Good to best Nos. 16 to 24 English Yarn command former prices, but Nos. 28 to 32 are wholly neglected, and Nos. 38 to 42 are only inquired for at reduced values. Piece Goods: The market has been quiet for most articles, the only strong demand having been for White Shirtings, all counts of which have been in request at well maintained rates. 7 lb. Grey Shirtings have not been dealt in, and the sales of 8½ lb. have amounted to only 4,000 pieces. English Drills are not wanted; quotations for American makes are unchanged, although there are now no supplies on offer. Of American Sheetings a few bales of Massachusetts mills have been placed at \$3.55 per piece, and a few P.M.C. Jeans at \$3 per piece. Woollens: A few parcels of Blankets have been sold, and Camlets have commanded higher prices, but in other articles there have been no transactions, and values are unchanged. Metals: Lead has been in better request, and has been fairly taken at former prices. Tin plates are not specially wanted. Quicksilver has been moderately speculated in and has slightly advanced, owing to telegraphic advices from San Francisco. Yellow Metal in somewhat easier as dealers are fairly well supplied at the moment. Coals: The receipts have been 10,100 tons, comprising 8,100 tons of Australian and 2,000 tons of Cardiff. The sales have been 5,880 tons of Cardiff at \$10 to \$10.25 and 42s. per ton, and 2,700 tons of Australian at \$8.50 per ton ex ship. Owing to warlike telegrams from Europe, and advices from Singapore of the destruction of a large quantity of coal there by fire, there has been more desire shown here to buy, and an advance of 25 cents per ton has been paid. Ample supplies are near at hand, however, and no material advance is looked for by the most sanguine operators.

CANTON.—In the absence of inquiry quotations for Lead were unchanged, L.B. ruling at \$8.30, and W.B. and Hole Chop at \$8.40 to \$8.45 per picul. Quicksilver had met with no attention during the interval.

SINGAPORE.—The import market had continued exceedingly dull, business in Cotton staples had almost come to a standstill, stocks were accumulating, and there were heavy supplies afloat; quotations generally were weaker.

PENANG.—The demand for Cotton goods in the interval had been very quiet, and only a small business had been done, at about previously ruling rates.

EXPORTS.

TEA.

YOKOHAMA.—Business in old tea had been virtually suspended, whilst supplies had ceased to come in, and season 1876-77 was therefore considered closed. One or two "garden" samples of new leaf had been shown, representing, of course, nothing; and the usual small forced parcels were expected in a few days from date. The season generally, however, was a fortnight later than the last, and it seemed improbable that much more than these "garden" lots would be down in time for shipment even by the 10th May steamer, though doubtless ample supplies would be available for the following opportunity. As regards probable prices for new teas nothing was said, the up-country markets for green leaf being still unopened.

SHANGHAI.—Black: Settlements for the interval had been 193 chests Ningchow at Tls. 11 to 11½ per picul, leaving 833 chests in stock. Advices from Hankow state that the market is expected to be rather late in opening this year as the season is backward, and also that less money than usual has been sent into the country for the purchase of leaf. Green: Only a small business had taken place, and the season was considered as closed.

CANTON.—Messrs. Deacon and Co.'s Report says:—The interval between this and the date of our last issue, being but ten days, coupled with the usual small business doing at this season of the year, leaves us with very little matter of interest to report upon. Market settlements and private contracts are said to exceed 2,000 boxes New Season's New make Congou, costing from Tls. 21 to 32, and, at these prices, they are at the parity of late current rates. The quality of the "leaf," daily arriving from the country, unfortunately does not improve, and what has been shipped may now be considered a fair criterion of the "first crop."

SILK.

YOKOHAMA.—European advices had caused an almost complete suspension in business; the few settlements made had been on a basis of \$180 to 600 (21s. 6d. to 22s. 3d., or f.80 to f.62) for Medium Simsbios. Oshius and "Filatures" were pressed for sale, but in the absence of firm offers, it was impossible to ascertain what prices would be accepted. Settlements, 1st July to date, 20,350 bales, against 12,600 bales during corresponding period last season. Stock, 1,400 bales.

SHANGHAI.—Very little business had been done, although the settlements (which had been partly on consignment or joint account) are reported at 1,300 bales. A further decline of fully Tls. 20 per picul had taken place in price. Only 25 bales of Re-reels had been bought, and these were for America. The estimated unsold stock was 10,000 bales.

CANTON.—Messrs. Deacon's Circular says:—A few dealers showing inclination to sell has resulted in the settlement of some 70 to 80 bales Taitles, but a concession of \$15 to \$20 per picul has again been made in favour of buyers, compared against last quotations. Our market is virtually cleared of Nos. 1, 2, and 3 classifications. No. 4 can be bought on basis of late rates ruling in Europe, say, \$400, equal to 14s. in London and f. 39.50 in Lyons, but with anything like a general demand holders are sure to advance their prices. Long-reels have been dealt in, to a small extent, for shipment by this outgoing mail. Re-reels.—There is nothing fresh to report about these, beyond the settlement of 30 boxes at fully \$20 per picul, decline in price. Stock is estimated as follows:—450 to 500 bales Taitles, 50 bales Cumchuck and Lucklow, and about 100 bales of inferior sorts. Reports say the weather up country continues favourable for the "new crop," and the "first yield" is expected to be a large and good one.

MISCELLANEOUS.

YOKOHAMA.—Rice was quoted \$2 to \$2.05, Isinglass, \$31 to \$34; Camphor, \$16 to \$18.50; Tobacco, \$6.50 to 9.25; Wax, \$11 to \$12.

HIOGO-OSAKA.—Copper: Transactions had been unimportant, amounting to 250 piculs only. Camphor: Deliveries of 700 piculs are reported at about previous rates. Wax: Some small purchases had been made at an advance on last quotations. Tobacco: About 800 piculs had found buyers at prices much the same as last reported.

HANKOW.—There had been small arrivals of common Zeebuen Rhabar, which was offered at Tls. 15 to Tls. 80. There had been no arrivals of Musk, and quotations were nominal. Arrivals of Hides continued on a large scale, and prices had declined m. 4 per picul. Shipments since 1st April 1,042 piculs, quotations Tls. 7.1 to Tls 7.4.

HONG KONG.—Camphor had been scarce, no Japan having offered and the receipts of Formosa being small; for parcels of the latter to arrive holders were firm, asking \$18 to 18.25 per picul. Vermilion could be had at \$34 per case. No good Gambooge was on offer. Moderate quantities of Drugs had been received at Macao, and quotations were:—Aniseed Oil \$190, Cassia Oil \$100, and Aniseed Stars \$24.50 per picul.

SINGAPORE.—The market had been quiet; with the exception of a more active demand for Gambier and Sage Flour there was not much alteration; quotations for most articles were unchanged, but the tone of the market was firm. A considerable business, 1,900 tons, has been done in Gambier; the market opened firm, with an upward tendency, and the price advanced gradually from \$4.40 to 4.50, then suddenly rising to \$4.70 and 4.80, near the close \$4.82½ had been paid, but there was no further demand at this rate, and at the departure of the mail supplies were being offered at \$4.65; Cube Gambier was scarce; quotations were firm, 130 tons of No. 1 quality contracted for at \$5½, and 10 tons of No. 2 quality at \$5.35 per picul.

PENANG.—There had been a moderate business in Pepper, Tin, and Basket Sugar, but the market for other produce had been very dull. Tin: Small transactions. Rates had declined from \$19.50 to \$19.20, closing at the latter quotation. Stock, 4,800 piculs. Black Pepper had been in good demand for England, but rates showed a decline. Sales about

7,400 piculs, at \$7.65 to \$7.56 for West Coast, and \$7.45 for Atchin. Market nearly cleared, but moderate arrivals expected. White Pepper: A small lot purchased at \$14. Sugar: Basket had been contracted for to the extent of about 350 tons, at \$3.50 to \$3.60, principally at the higher rate—delivery 1½ to 2½ months. Offers at \$3.70 had since been made and refused. Manufacturers declined to do more at present. Transactions in Penang No. 1 from \$6.30 to \$7.10 according to quality. No. 2 in demand, but no supplies.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, June 2, Teviot (str.).
At SHANGHAI.—From London, May 26, Windhover.
At HONG KONG.—From Newcastle, N.S.W., April 18, William H. Deity; 19, Wealthy Pendleton; May 30, Fifeshire; from Freemantle, April 19, Catherine Marden; from Cardiff, May 26, Gryfe; from Hamburg, May 26, A. E. Vidal; from London, May 26, Elgin (str.), Hope; 30, Western Chief, June 2, Gordon Castle (str.).
At SINGAPORE.—From Newcastle, N.S.W., May 23, Portland; from Shields, 23, Eidenhope; from Cardiff, 23, Beatrice, Emilio V.; 31, Broderick, Foscolin; from New York, 23, Francisco Storace; from Liverpool, 23, Diomed (str.); 31, Mohican, Victoria (str.); from Leith, 23, Dale (str.); from Swansea, 31, Mallard; from Sunderland, 31, Callow; June 2, Archos, Bon Accord; from London, May 23, Glen-gyle (str.); from Newcastle, June 2, Aikshaw.
At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.
From HANKOW.—For London, May —, Glenartney (str.), Tartar (str.), Braemar Castle (str.).
From SHANGHAI.—None.
From FOCHOW.—For London, May 31, Glenearn (str.).
From SWATOW.—For the Channel, E.O., April 7, Jane Woodburn.
From HONG KONG.—For New York, April 12, McNear.
From SINGAPORE.—For London, April 27, Burdwan; May 24, Iron-side; for New York, April 27, Isolina.
From PENANG.—For Liverpool, April 22, Aurrera (str.).

VESSELS LOADING.

At YOKOHAMA.—None.
At HIOGO.—For London, via Nagasaki, Fiery Cross; for New York, Mary Jane.
At SHANGHAI.—For London, Eliza Shaw; for New York, Hayda Brown.
At FOCHOW.—None.
At FORMOSA.—For London, Pallas; for New York, Sir Harry Parkes; for Australia, Empress of China, Constance, Maid of Judah, Pelham, Orange Grove.
At HONG KONG.—For London, Anglo Saxon, Nyassa, Leucadia; for New York, Albert Russell, Mystic Belle; for San Francisco, Belle of Oregon, Rurik, Rosetta McNeil, W. H. Deite; for Portland (Oregon), Forward, Mount Lebanon; for Callao, Hydra.
At ILO ILO.—For New York, Monarchy, Eureka; for Boston, Sooloo, Favorita.
At MANILA.—For Liverpool, Parthia; for the Channel f.o., Francis and Amanda, Sarah Nicholson; for New York, Daniel Marcy, Lightning; for Boston, Western Belle.
At SINGAPORE.—For London, James Wishart; for Marseilles, Amadeo; for New York, Dewa Gungdhur; for Boston, Chocorura.
At PENANG.—For London, Clan Alpine, Kinfauns Castle.

FREIGHTS AND CHARTERS.

From HIOGO.—To London, by sailing vessel, £3 5s. per ton of 50 cubic feet.
From YOKOHAMA.—Per P. and O. and Messageries Maritimes steamers: Silk, to London, \$9 per cwt.; do., to Marseilles, Brindisi, Ancona, Venice, \$9; do., Lyons and Milan, \$9.60. Tea, to London, £4 per ton of 40 c. ft., or per agreement. Silk-worm Eggs, to France and Italy, 29½ cents per lb. gross. Per Ocean Steamship Company's steamers (via Shanghai): To London, silk, \$5 per bale; tea, £4 5s. per ton of 40 c. ft.; waste silk, £4 10s. do.; cocoons, £4 10s. do.; general merchandise, £4 10s. do. Per Pacific Mail, and Occidental and Oriental Company's steamers: Silk, to New York, via San Francisco, 8 cents per lb.; tea, to San Francisco, 2 cents; do., to New York, via San Francisco, 4 cents. To London, by sailing vessel, £3 10s. per ton of 50 cubic feet.
From HANKOW.—To London, by steamer, £4 2s. 6d. per ton of 40 cubic feet.
From SHANGHAI.—To London, by sailing vessel, £3 per ton of 50 feet; by steamer, £3 10s. per ton of 40 feet; to New York, by sailing vessel, £2 15s. per ton of 40 cubic feet.
From FORMOSA.—To London, by sailing vessel, £3 7s. 6d. per ton of 20 cwt.; to New York, \$16 to 17 per ton for sugar.
From CANTON.—To London, by steamer, £3 3s. to £3 13s. per ton of 40 cubic feet.
From HONG KONG.—To London, by sailing vessel, £2 to £2 5s. per ton of 50 cubic feet; £2 15s. to £3 per ton of 20 cwt.; to New York, £2 per ton of 20 cwt., £2 10s. per ton of 40 cubic feet; to San Francisco, \$6 per ton of 40 cubic feet.
From SINGAPORE.—To London, by sailing vessel, gambier, 35s.; sago and sago flour, in bags 35s., do. in boxes 45s.; pepper and coffee, 45s.; hides and gutta-percha, 65s. To New York, by sailing vessel, light freight, 60s. to 65s., deadweight, 40s. to 50s. per ton. To London, by steamer, tin, 15s.; dead weight and measurement goods, 60s. to 70s. per ton. To Marseilles, by sailing vessel, pepper, 60s. per ton. To New York, by steamer (via London) Tin, 35s. per ton.
From PENANG.—To London, by sailing vessel, sugar (in bags), 45s.;

pepper, 60s.; hides, 65s. by steamer, Tapioca, 80s.; Tin, 15s., measurement goods, 80s.; Rattans, £5. To Amsterdam, Tobacco, 80s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
April 7	Waalstroom	Buntam	Amsterdam
12	Niegota Mori	Yokohama	London
13	F. H. Thayer	Ilo Ilo	New York
"	Korsor	Hong Kong	Do.
14	Hope	Newport	Cheribon
"	Chinaman	London	Hong Kong
"	Proteus	New York	Batavia

EXPORT OF TEA AND SILK—SEASON 1876-77.

TO GREAT BRITAIN.

Date.	TEA.					SILK
	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Total Bales and Cases.
From June 1, 1876, to Apr. 11, 1877	81590539	59797447	2929143	18961888	166347918	45943
From June 1, 1876, to Apr. 11, 1876	73685248	59348379	2031848	19768908	155634443	35915

TO THE CONTINENT.

From June 1, 1876, to Apr. 11, 1877	56222966	53725
Do. do. 1876, to Apr. 11, 1876	10481104	48711

TO UNITED STATES OF AMERICA.

From June 1, 1876, to Apr. 11, 1877	47613391	6819
Do. do. 1876, to Apr. 11, 1876	53219023	9373

TO AUSTRALIA AND NEW ZEALAND.

From June 1, 1876, to Apr. 11, 1877	16,822,955
Do. do. 1876, to Apr. 11, 1876	16,229,935

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales	From	Tea—lbs.	Silk, bales
1843 to 1844	51,022,600	...	1864 to 1865	127,336,470	32,313
1845 to 1846	57,331,200	18,600	1865 to 1866	118,333,042	62,890
1846 to 1847	63,972,000	22,144	1866 to 1867	118,423,290	50,032
1847 to 1848	77,327,400	61,243	1867 to 1868	116,890,430	57,449
1848 to 1849	92,340,300	59,181	1868 to 1869	132,789,804	70,917
1849 to 1850	76,390,255	69,315	1869 to 1870	139,740,193	63,807
1850 to 1851	85,789,792	83,134	1870 to 1871	131,569,850	51,329
1851 to 1852	85,560,452	64,169	1871 to 1872	119,771,395	54,589
1852 to 1853	90,066,160	70,644	1872 to 1873	151,669,262	57,263
1853 to 1854	109,854,040	79,199	1873 to 1874	144,538,620	47,373
1854 to 1855	121,373,580	72,847	1874 to 1875	161,961,407	65,109
1855 to 1856	117,462,686	46,603	1875 to 1876	160,318,297	67,463

EXPORT OF TEA FROM HANKOW.

	To Great Britain.	To Russia.	To Shanghai.	To Hankow Tea.	Total Kinkiang Tea.	Total.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1876 to 1877	31,519,897	4,805,764	34,469,900	63,752,268	9,405,526	73,557,794
1876 to 1876	24,463,673	5,759,625	34,660,528	55,797,190	9,086,925	64,884,113

EXPORTS FROM SINGAPORE TO GREAT BRITAIN.

	Total to April 26, 1877.	Total to April 26, 1876.
	Piculs.	Piculs.
Tin	10,495	5,702
Gambier	150,179	99,792
Cutch	...	843
Pearl Sago	27,935	19,168
Sago Flour	39,163	57,123
Tapioca	20,113	13,859
Black Pepper	46,304	59,379
White Pepper	16,162	12,156
Coffee	3,078	6,003
Gutta Percha	7,436	5,181
Gum Benjamin	1,386	1,030
Gum Copal	2,269	814
Gamboge	104	43
Rattans	16,134	19,563
Buffalo Hides	16,534	4,371
Buffalo Horns	2,883	1,983
Cow Hides	592	1,557
Vegetable Tallow	334	1,210

EXPORTS FROM PENANG TO GREAT BRITAIN.

	Total to April 21, 1877.	Total to April 21, 1876.
	Piculs.	Piculs.
Tin	15,527	40,907
Sugar	71,564	32,410
Black Pepper	13,034	11,557
White Pepper	1,947	1,841
Cloves	212	17
Tobacco	1,053	5,890
Tapioca	7,464	4,356
Hides	1,591	2,518
Horns	126	377
India-rubber	226	161
Mace	166	53
Nutmegs	262	337
Rattans	3,184	5,260
Coffee	145	1

COMPARATIVE EXPORTS FROM MANILA, CEBU, AND
ILO ILO FROM JAN. 1 TO APRIL 14, 1877.

Produce.		Great Britain.	Continent of Europe.	United States.	Australia.	San Francisco.
		1877.	1876.	1877.	1876.	1877.
Sugar	Tons.	7884	11400	463	607	13835
Hemp	Bales	11572	39639	216	2250	22668
Coffee	Tons.	1039	298	326	400	—
Cigars	Mil.	4877	1733	440	283	260
Indigo	Cgls.	959	334	—	—	60
						9120
						50
						15
						23

EXCHANGES, &c.

(For dates see first page.)
ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, &c.	4s. 1½d.	4s. 1½d.	4s. 1½d.
Shanghai	5s. 6d. to 6s. 5½d.	5s. 6½d.	5s. 6d.
Canton	—	—	—
Hong Kong	4s. 0½d.	4s. 0½d.	4s. 0½d.
Macao	—	—	—
Singapore	4s. 0½d.	4s. 0½d.	4s. 0½d.
Penang	4s. 1d.	4s. 1d.	4s. 1d.
Manila	4s. 3½d.	4s. 3½d.	4s. 3½d.

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306 to 310½	Rs. 223
" Hong Kong	27½ to 28 dis.	—
Bar silver	Tls. 111.2.5	8½ prem. (nominal)
Mexican dollars	Tls. 74.5.5	2½ prem. (nominal)

SHANGHAI SHARE QUOTATIONS.

Shanghai Dock Company, Tls. 300.
Shanghai Gas Company, Tls. 142.
Steam Tug and Boat Association, nominal.
French Gas Company, Tls. 71.
Hong Kong Fire Insurance Company, \$340.
North China Insurance Company, Tls. 910.
Yangtze Insurance Association, Tls. 635.
Union Insurance Society, —.
China Traders Company (Limited), \$9.000.
China Fire Insurance Company, Tls. 149.
Shanghai and Hongkong Wharf Company, Tls. 87.
Chinese Imperial Loan, £108.
Pootung Dock Company, Tls. 20.
China Coast Steam Navigation Company, Tls. 70.

HONG KONG SHARE QUOTATIONS.

Hong Kong and Shanghai Bank 25 per cent. prem.
Hong Kong Gas Company, \$75 per share, nominal.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance Company, \$2,300 per share.
Hotel Shares, \$65 per share.
Hong Kong Canton and Macao Steamboat Company, 15 per cent. dis.
Hong Kong Fire Insurance Company, \$537½ per share.
Union Insurance Society of Canton, \$670 per share.
China Fire Insurance Company, \$147 per share.
Chinese Insurance Company, \$310 per share.
Chinese Imperial Loan, £108 (exchange 4s. 1½d.).
Shanghai Steam Navigation Company, Tls. 31 per share.

SINGAPORE SHARE QUOTATIONS.

Tanjong Pagar Dock Shares (\$100 paid), \$120 (nominal).
New Harbour Dock Company (\$100 paid), par.
Singapore Gas Company (£5 paid), par.
Galena Mining Company (\$35 paid), \$30.
Singapore Steamship Company (Limited), par.

* * * The latest telegrams report the rate for six months' bank bills at Singapore 4s. 1d., Hong Kong 4s. 0½d., at Shanghai 5s. 5½d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, MAY 30.—The P. and O. steamer Pers, with the India, China and Australian mails, arrived here at 7, and the mails left at 10 P.M. for London.

NEXT INWARD MAIL.—SUZ, MAY 30.—The Messageries Maritimes steamer Inouaddy, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be expected on June 7.

INWARD MAIL DUE JUNE 25.—GALLE, MAY 27.—The Messageries Maritimes steamer Sindh, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF MAY 18.—SUZ, MAY 28.—The Messageries Maritimes steamer Andry, from Marseilles, arrived here to-day and proceeded for Singapore and Japan.

OUTWARD MAIL OF MAY 4.—GALLE, MAY 28.—The Messageries Maritimes steamer Hooghly, from Marseilles, May 6, left here to-day for Singapore.

COMMERCIAL POSTSCRIPT.

The Eastern Telegraph Company notify that in order to ensure uninterrupted transmission by the company's duplicate cables which are worked on the duplex system by English operators throughout, telegrams should be ordered "Via Eastern."

The Eastern Telegraph Company's traffic receipts for the month of May amounted to £46,309, against £32,288, in the corresponding period of 1876, being an increase of £14,021; and those of the Eastern Extension Company were £25,445, against £10,630 for the corresponding period of 1876.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 30, at Sunderland, from Rangoon, Jessie Gilbert; 31, at London, from Singapore, Laurens Koeter; 30, at Texel, from Batavia, Celebes (str.); June 1, at Liverpool, from Sangoon, Mandalay (str.); at Falmouth, from Swatow, Venezuela; at New York, from Ilo Ilo, Ericsson; 2, at Falmouth, from Rangoon, Fidio.D.; from Sourabaya, Emanuel; at Queenstown, from Rangoon, Malleville.

DEPARTURES.—May 30, from London, for Shanghai, Wylo; from Falmouth, for Hong Kong, C. R. Bishop; 31, passed Deal, from Cardiff, for Hong Kong, Clara; from Penarth, for Hong Kong, Cilunum; for Singapore, Hermon; 31, from Cardiff, for Singapore, Tecumseh; from Penarth, Sapphire; from Sunderland, Lobo; from Flushing, for Batavia, Maria and Elizabeth; June 1, from Glasgow, for Penang, &c., Ashmore; at Deal, from Antwerp, for Tientsin, Hermann.

SPOKEN.—St. George, from Cardiff, for Anjer, April 25, 3 N., 26 W.; Gesina Brou, Amoy to Falmouth, April 23, 24 days out; I. N. W. C. (Dutch barque), Cardiff to Anjer, April 30, 4 N., 24 W.; Hedwidge, Bassein to Falmouth, May 3, 6 N., 90 E.; Barque Maud, Rangoon to Falmouth, May 15, 75 days out; Balgownia, Swatow to Falmouth, Feb. 15, 11 N., 110 E.; Zephyr, Rotterdam to Macassar, May 6, 7 N., 25 W.

PASSED SUEZ CANAL.—June 1, Lorne, from London, for China.
MISCELLANEOUS.—Malta, June 1, arrived, Quarta (str.), from Ilo Ilo for orders.

TELEGRAMS FROM THE FAR EAST.

SINGAPORE MARKET REPORT.

SINGAPORE, JUNE 2.—Gambier, \$4.30; Black Pepper, \$7.60; White, \$13.70. Tin, \$1.937½. Mule Twist, 40's, \$98. Grey Shirtings, 8½ lbs., \$1.62½; 7 lbs., \$1.40. T-Cloths, 6 lbs., \$1.12½; 7 lbs., \$1.30.

THE NEW SEASON'S TEA.

The *Louden Castle*, from Hankow, arrived at Singapore on the 2nd, and left the same day for London. The *Glennegles* also arrived at Singapore on the 2nd, and left on the 3rd. The *Glenearn* left Foochow on the 31st May. Freights 90s.

Miscellaneous.

MR. BRASSEY ON GUNBOATS.

The subjoined letter from Mr. Brassey has appeared in *The Times*:—It may not be uninteresting to many of your readers to know that the two gun vessels recently constructed by Sir William Armstrong's firm for the Chinese Government were at Aden on the 16th of April, having performed their long voyage from England satisfactorily. The opening of the Suez Canal, which has made it practicable to despatch vessels of small size and limited coal carrying capacity to those distant Eastern waters, in which our commerce is so important, has added a new element to the many complications of the naval problem. It is certain that small vessels can now be employed with far greater advantage than formerly. The most important positions which our naval forces would be required to occupy, such as the Straits of Gibraltar, Bab el Mandeb, and Singapore, are eminently adapted for the effective use of small vessels armed with powerful weapons. It has been urged most strongly by Mr. Barnaby that every monster ironclad should be supported by a flotilla of gunboats. Has due weight been given to this suggestion of the Chief Constructor, which received the strongest support from Sir Spencer Robinson and other authorities? As skirmishers, in combination with the monster ironclads of the *Infexible* type, gunboats of the type designed by Mr. Rendel would be invaluable. In addition to the attendant flotilla of gunboats, each armoured ship should carry torpedo boats of great speed. Mr. Samuda, some years ago, urged the Admiralty to introduce into the Navy swift torpedo boats built on Mr. Thornycroft's principle. His suggestion should have been more promptly followed. At the commencement of an action the torpedo boats should be lowered, ready, as soon as the contending fleets had opened fire, to rush in, under cover of the smoke, and destroy the enemy's ships. When it is remembered that the blow from a single torpedo would prove fatal, and how improbable it is that such tiny craft steaming at the rate of 17 knots, and enveloped in smoke, will be struck by heavy projectiles, it can scarcely be doubted that victory would incline in favour of that fleet which should possess the greatest number and the most effective of these light-armed naval skirmishers.

Again, considering how impossible it is to construct an invulnerable ship, and that the costliest ships are almost as liable to destruction as those of a smaller and less costly type, ought it not to be a cardinal maxim with naval constructors and administrators to distribute the strength of the navy into as large a number of ships as may be, taking care, of course, that no ship shall be built which is too small to be thoroughly effective in its own particular class? Let us seek for the best practical application of this principle. If, on the one hand, we agree that the *Infexible* type is too large, and, on the other hand, insist that no design shall be accepted which is not adequate for the special object in view, then the only solution of the problem is to be found in the abandonment of the attempt to unite in one hull all the qualities to be desired in a ship of war. The exaggerated dimensions of our latest ironclads are due to the attempt to carry the heaviest guns that can be constructed, under the protection of impenetrable armour, and at extreme speeds. The result has been a growth of dimensions which involves as a consequence, much to be regretted when the advances in artillery and torpedo warfare have rendered the most powerful ship destructible, a corresponding diminution in the number of ships built. And not only is there a reduction in the ships; there is also a reduction in the number of guns, which, viewed in connection with the inevitable uncertainty of aim in the excitement

of battle, is equally to be regretted. The expediency of adding largely to the dimensions of an armoured steam ram, for the purpose of mounting an armament of two or four 80-ton guns, is open to question on another ground. A captain may hesitate to open fire, and to obstruct his field of view by the smoke of a heavy cannonade, when he sees a cloud of torpedo boats hovering round him, only deferring their fatal assault until their movements are rendered invisible to the enemy by the smoke from his own guns. How, then, are we to meet these various and complicated conditions with which the naval constructor has to deal? It can only be done by adopting distinct types of ships for the use of the gun, the ram, and the torpedo respectively. The artillery of the fleet should be mounted on floating gun-carriages of the *Gamma* type, designed by Mr. Rendel. For the torpedo each large ship should carry two or more of Mr. Thomeycroft's swift launches. For the purposes of ramming, a swift armoured ship of handy proportions is required; and, with the view to a limitation of size, and in order to secure that quality of handiness so vitally necessary to an effective ram, these vessels should not be encumbered with armour-protected guns. Let progressive, unprejudiced naval officers compare the kind of force that could be created for a given sum of money, if constituted, according to the suggestions here offered, with a fleet composed of vessels of the *Infexible* type. I assume that armoured vessels can be built for £50 per ton. The *Infexible* type, in round figures, has a tonnage of 10,000 tons, and costs £500,000. Five millions sterling, therefore, would produce only ten *Infexibles*, which, powerful as they are, possess no special defence against the torpedo, are armoured with penetrable armour, and together carry only forty guns. A fleet of *Infexibles*, it will be remarked, costs £125,000 a gun. I venture to believe that a like sum of £5,000,000 might be much more effectively applied in the construction of the following vessels:—

1. Thirty armoured steam rams of 2,000 tons, without guns, costing, at £50 a ton, each £100,000 ...	£3,000,000
2. Sixty gun-vessels of the <i>Gamma</i> type, armed with one 35-ton gun, two 12-pounder breech-loading guns, and one Gatling gun, each £25,000 ...	1,500,000
3. Launches on Mr. Thomeycroft's plan, and other descriptions of offensive torpedoes and torpedo boats...	500,000
	£5,000,000

For operations in European waters, in the Mediterranean, the Red Sea, the Straits of Singapore, in short, along the whole line of our communications with the East, such a fleet as I have indicated would, in the hands of dashing commanders, be more effective than ten *Infexibles*. Is the ram, as some think, the most formidable weapon of the Navy, and is the quality of handiness the first condition of efficiency. Then thirty rams are matched against ten, and the smaller vessels, being more handy, are the more effective. True it is that the *Infexibles* could steam faster than the smaller rams, and could therefore place themselves beyond their reach; but such powerful vessels were surely not built to run away from an enemy. Is the gun the weapon on which we chiefly rely? In the plan suggested eighty guns are carried as against forty; and they are, for many purposes, mounted, so as to be more available than if carried in ships of the *Infexible* type. For bombardments and for coast defence, a shallow draught is often essential in the vessels employed. It may be necessary that they should pass over shoals or navigate shallow channels. St. Petersburg and Cronstadt were inaccessible to our line-of-battle ships. They might have been destroyed by gunboats. Take, again, the question of coast defence. What could be done to protect the Thames, the Mersey, or the Humber, by ships drawing 30ft., in comparison with the services which could be rendered by gunboats capable of navigating the inshore channels, and threading their way through the intricate maze of mud flats and sand banks, with which the estuaries of our largest rivers are beset? In a naval engagement the utility of gunboats would be scarcely less apparent. Having double the number of guns the chance of delivering a fatal shot is largely in favour of the fleet supported by a flotilla of gunboats. It may be thought that the gunboats could not sail in company with the larger ships. The plan of towing would meet this difficulty. For an example of what may be done with torpedo boats the recent experiments at Cherbourg are conclusive.

A general review of the situation cannot fail, as I think, to convince dispassionate minds that our present large expenditure on ironclads would be more judiciously applied in perfecting our means of attack rather than in a hopeless competition of armour against guns. In France, where the art of naval design has reached its greatest perfection, and where original ideas in naval architecture are boldly and freely adopted, some of the most eminent constructors have already pronounced the days of ironclads to be numbered. In the United States no attempt has been made to construct sea-going ironclads. Those produced in Russia have proved failures. The other Powers are followers of our example in matters naval. Were half the money, now so lavishly, and I fear vainly spent on unwieldy and no longer indestructible or impenetrable ironclads, employed in procuring for the navy the means of destroying them, the naval administrations of other Powers would abandon the construction of armoured vessels. They would acknowledge the hopelessness of the attempt to give protection to their fleets by means of armour against the cloud of gunboats, torpedo boats, and rams which we could bring together against them.

SHIPBUILDING EXHIBITION.

A very interesting collection of models of steamers, sailing vessels, tugs, fishing smacks, and the like, emanating from the Shipwrights' Company, has been opened for competitive exhibition at Fishmongers' Hall, by the permission of the governing body of that ancient civic guild. The Lord Mayor honoured the company with his presence at the opening ceremony, as did also the Sheriffs and many other persons of consideration; the chief magistrate of the City going in some State from the Mansion-house. The Company of Shipwrights as a society existed from a very early time in English history; but its incorporation by charter dated from the reign of James I.—May, 1612—its first

Master being Mr. Phineas Pett. [The drafts for the ships of the Royal Navy were afterwards ordered to be submitted to the company for approval previously to being built from; and upon it was conferred jurisdiction over all builders, whether of the Royal Navy or of merchant shipping. The Shipwrights' company, mindful of its old traditions, is now anxious to encourage any improvement that learning or invention can suggest in the building of ships of every class, and has offered in this Exhibition numerous liberal prizes for that purpose. The models now on exhibition are marvellous not only for their great number and variety, but for the excellent design and workmanship they display and the taste shown in their arrangement. The prizes include three for steamers of the largest class, suitable for passage through the Suez Canal, for our India and China trades; and for service between Great Britain and the United States. The first prize a gold medal, the freedom of the company, and £100; the second, a silver medal, the freedom of the company, and £26 5s.; the third, freedom of the company and honourable mention. Under this class is a model of the P. and O. Company's steamer *Kashgar*, exhibited by Mr. James Laing, of Sunderland; a half model of the *Meiji Maru*, built for the Mikado of Japan by Messrs. Napier, of Glasgow, and exhibited by Mr. Swan, of London. In the second-class, which consists of screw steamers, for cargo only, of about 1,500 tons gross, there are two prizes—a gold medal, freedom of the company, and £26 5s.; and, secondly, a silver medal and freedom of the company. In the third-class, which comprises fast steamers, either paddle or screw, designed for carrying passengers and mails, for the Channel service, there are two prizes—one a gold medal, freedom of the company, and £26 5s.; the other a silver medal and freedom of the company. In this division the comfort and accommodation of passengers are specially taken into consideration, having regard to the harbour room which might be given at Dover and Folkestone, Boulogne and Calais. Then there is a prize for sailing ships of 1,200 tons register—viz., a gold medal, freedom of the company, and £26 5s. Under the class of Miscellaneous objects there is a fine model of the P. and O. steamer *Poonah*, as lengthened 80ft. amidships, exhibited by the P. and O. Company; also a model of the White Star steamer *Britannic*, exhibited by Messrs. Ismay, Lunie, and Co., the owners. There is also under this class a model of the lighthouse on the S.E. coast of Ceylon. The list of rewards also includes one for the best model of a sailing ship of about 700 tons register. But rewards of money and medals with the freedom of the company, are not the only or the chief incentives held out. It is hoped that the exhibition of models and drawings will tend both to heighten general interest in the subject and excite a generous rivalry among designers. All kinds of commercial and pleasure craft have prizes allotted to them. Yachts, fishing smacks, seagoing and river tugs, and barges are exemplified by their respective models. It will thus be seen that it is the hearty wish of the company of the Free Shipwrights of London to exercise its influence again, and with more than renewed vigour, in promoting in every possible way the progress of the noble art they represent. It numbers in its ranks some of the foremost shipbuilders and shipowners and members of Parliament of the present day.

THE KASHGAR ENVOY.

The letter of a correspondent of the *Pall Mall Gazette* on the subject of the visit of the Kashgar Envoy contains the following observations:—The Syud Yakub Khan and the object of his visit to England deserve more than a passing word of comment. Next to his Sovereign, the envoy who is now among us is the most remarkable man in Kashgar, and the successful consolidation of the Ameer's kingdom, and its friendly relations with England and Russia, are largely due to his influence. The object of his journey is one of these interesting combinations of business and pleasure which are not uncommon among Western diplomats. A rapid sketch of the present circumstances of his country will make that object the more comprehensible. Some ten or twelve years ago a Khokand adventurer succeeded in recovering from the Chinese invader that part of Eastern Turkestan now known as Kashgar and Yarkand. A descendant of the old Kashgar princes was placed on the throne; but, sinking into lethargy and debauchery, the Khokand soldier removed his patron, and, by means that will not bear much examination, he set aside every other obstacle to his ambition and ascended the throne. The early days of his sovereignty were marked by a cruel and rigorous rule. No favour was shown to enemies or to doubtful friends. The Chinese and their religion were effaced, and the country reconstituted on the basis of a fanatical Mohammedanism. Even now he rules with an iron hand, but his vigour is tempered with sagacity, especially in his foreign relations. Yakub, for such was the adventurer's name, had no sooner fixed himself upon the throne than he sought to be recognised by his two great neighbours, Russia and England. In 1868 he sent an agent to St. Petersburg, who was coldly received. The following year this same agent was despatched to Calcutta. Lord Mayo was favourable to his mission, and adopted negotiations which had been unofficially commenced the year before by Mr. Shaw, then on a visit as a private traveller in Kashgar. Sir Douglas Forsyth was appointed as the head of a mission to return with the Ameer's agent; but the mission failed through want of time. Lord Mayo's over-caution having led him to prohibit its wintering beyond the mountains. The ruler of Kashgar not unnaturally took offence at the Viceroy's distrustful policy, and once more he turned his face towards Russia. The Viceroy's action had been unexplained to him, and the approach of the Russian armies to his very borders in 1871 led him to invite Baron Kaulbars to negotiate a treaty of peace and friendship. This treaty was ratified in 1872, and in the following year Russia acknowledged Kashgarian independence. The Russian capture of Kulja had forced the Ameer to come to terms with the Czar's Government, but he was nevertheless distrustful of the Russian commanders. Events in Central Asia had shown him that sooner or later his new kingdom might be absorbed into the ever increasing empire, and he therefore still looked for Calcutta to acknowledge his independence. In the summer of 1873 Syud Yakub Khan, our present guest, while on his way to Constantinople, made formal

offers of friendship to the Indian Government, and on his return from Stamboul in the autumn of that year he was accompanied from Calcutta homewards by Sir Douglas Forsyth. This mission resulted in a commercial treaty, dated February, 1874, and one of the circumstances connected with that treaty forms a leading object of the envoy's present visit to England. The Syud's journey to Constantinople was not without importance to Kashgar and its relations with Russia. The religious revival which the Ameer's conquests had brought about in Eastern Turkestan had been watched with much interest at Stamboul. It was recognised that this new champion of Islam might some day head a Mohammedan rising, and become an ally of the Turkish Government. The Sultan revived in him the title of "Commander of the Faithful," once held by the Caliph of Bagdad, and distinctions and presents were heaped upon his Envoy. All these incidents were carefully noted by General Ignatieff, who was then living in Constantinople, and his knowledge of Central Asia led him to appreciate the danger of a union between the Mohammedans of the East and the West. Not the least interesting of that diplomatist's many intrigues at Pera relates to his negotiations with the Syud Yakub Khan. But the General's endeavours failed to arouse the Syud's suspicions of English sincerity, or to shake his fidelity to his master. The Syud returned home, his journey having been successful in every respect. His uncle's independence was recognised and honoured at Constantinople, and the Forsyth mission and treaty completed its recognition by the English Government.

The subsequent relations of the Ameer with the English and the Russian Governments have been highly honourable. Unlike Shere Ali, and departing from his earlier disposition, he has not sought to play one Power off against the other, but he has endeavoured to give offence to neither. His part has been exceedingly difficult, for Russia having gained little by Baron Kaulbars's treaty, has watched with no little envy the result of the Forsyth mission. The tariff under the Forsyth treaty is of a nominal amount; the only obstacles to trade are the mountain ranges, and, though these are immense, the trade has doubled from £60,000 to £120,000 in a season. Even this is not a large sum; but the rivulet is worth preserving, for the Kashgar population is enormously increasing, and though the treaty is purely commercial it helps to maintain that outwork of friendly and independent kingdoms which most statesmen now acknowledge as desirable for the protection of India. There is one clause in the 1874 treaty of much importance, but it has not yet been acted upon. It sets forth that the English Government shall appoint a representative at the Ameer's Court, and appoint commercial agents, subordinate to him, at any towns or places considered suitable within the Ameer's dominion. You pointed out some weeks ago as being remarkable that, while we were asking Shere Ali to let us place agents at Balk and Herat, in order to watch the attitude of Russia on the western frontiers of Afghanistan, we should fail to avail ourselves of our treaty rights in regard to this same matter in Kashgar. Kashgar may not open up so easy an access to India as Herat, but the signing of this treaty gives us an interest in Kashgar which is well worth preserving.

BRITISH AND FOREIGN ANTI-SLAVERY SOCIETY.

The annual meeting of the above Society was held at the Cannon-street Hotel on the 1st inst.; Henry Pease, Esq., of Darlington, was in the chair, and the following gentlemen also took part in the proceedings of the meeting:—Sir James Simon, M.P., Mr. E. Young, R.N., Rev. Joseph Mullens, Rev. John Kennedy, and the Rev. Horace Waller. The report was first read by the Secretary; after mentioning the work of the year, he called attention to the Commission on the China Coolie Traffic with Cuba, which he said paralysed the loan then being raised by the Cuban Government, at the time that the report of that Commission was issued. He also mentioned that he had a letter from a missionary in China, which reported that girls were being sold in numbers for slave purposes. Speaking on the fourth resolution, Mr. Chesson mentioned the report of the Commission which the Chinese Government sent to Cuba, for the investigation of the state of the Coolies there, which he said was shocking. Coolies were not absolutely sold, but were bound to serve for a term of six or seven years; this, he thought, was a system of coercion. Resolutions in accordance with the objects of the meeting were passed.

COLONIAL DEFENCES.

The Colonies has the following on Captain Colomb's paper, noticed in a late number:—

What are the undefended points in our Empire, and who shall pay the cost? Perhaps the most useful addition to the discussion was made by Colonel Crossman. He showed that the Russians were advancing down the Gulf of Saghalin to Vladivostok. Hong Kong is only defended at this moment by our fleet, though it ought to be fortified, the principal purpose of a navy being, not to guard isolated places, but to carry war into an enemy's country. When land defences are in existence the strength of the navy is virtually doubled. Singapore, which commands the Straits of Malacca—those Straits of Malacca about which Lord Beaconsfield has been so pompous and Mr. Gladstone so elaborately satirical—has no defences. Neither has Point de Galle, and the defences of the Island of Mauritius are inadequate. Yet these strategic points have the complete mastery of our route to Australia by way of the Indian Ocean. St. Helena, as Colonel Crossman thinks, has lost its ancient value. The good old days of the East Indiamen are over; the Napoleonic tradition has almost perished, and to use popular language, St. Helena has rather gone down in the world. Nevertheless, St. Helena will always be a handy coaling-station, and as to the foolish rumour which has lately been current about our intention to abandon Ascension, we can only observe that a more silly fable was never circulated at a more inopportune time. Moreover, as Colonel Crossman stated, Simon's Bay is not fortified, neither are the Falkland Islands. The actual cost of the defences of the Empire, in Colonel Crossman's judgment, would not exceed two millions, and that two millions might be divided over an equitable quota paid by the Imperial Executive and the Colonial

Exchequers. Another point on which Colonel Crossman touched was the need of more complete telegraphic communication between the different sections of the Empire. The telegraphic line from Australia to England passes through Java; and, though the Dutch are very good friends, circumstances might occur under which it would be inconvenient to transmit confidential news through one of the possessions of a foreign State. It is the same with regard to two other telegraphic lines. When we wish to communicate with British Columbia we have to send through the United States; and the only telegraphic line which unites our South African Colonies with the mother-country passes through Madeira; and therefore we are dependent upon the civility and the good offices of Portugal. It should be an accepted doctrine that no portion of our telegraphic system should be allowed to pass through an alien country, for our political allies of to-day may be transformed into our foes of to-morrow. In matters of this sort, to be forewarned is to be forearmed, and Captain Colomb's advice was therefore seasonable. The main heads may be summed up shortly. If we do not make the Pacific our own, we shall find that we have been outwitted by Teutonic and Muscovite energy. We must acknowledge the truth that our military and naval base must be equal, one here and one at the Antipodes.

FULMER CHURCH, BUCKS.—Dr. Swabey, Chancellor of the diocese of Oxford, held a Court at Slough, with reference to the desire of Mrs. Sabine Ellen Dent, of Fern-a-cree, Fulmer, to erect, at her sole expense, a new chancel and add a vestry and organ chamber to the church of that parish, as a memorial to her late son, Lancelot William Dent. A Faculty was asked for by the rector (the Rev. C. Joyce) and churchwardens in accordance with a resolution passed at an adjourned vestry, held on March 15, and among those who had signalled a wish to see the work carried out in harmony with the present structure, and as Mrs. Dent desired, were the Duke of Somerset, Lord Leven and Melville, Lord John Hay, Lady Curtis, Lady Willoughby, and the Dean of Windsor. Major Gaskell, J.P., a non-resident landowner of the parish, represented a small body of objectors to the erection of a new chancel. The petition which he presented against the granting of the Faculty set forth, among other things, that the church was built in 1610 by Sir Marmaduke Darell, "servant to Queen Elizabeth in her wars both by sea and land, and after in her household; cofferer to King James, and died cofferer to King Charles;" that every consideration of the character of the founder, as well as the circumstances of the times and locality, pointed to the probability that the church was as carefully and liberally designed as it was substantially and usefully constructed; that it was the second or third parish church built in England for Protestant uses—i.e., since 1540; that, if simple, it was symmetrical and suitable to its position and purposes; that it was designedly left by the founder devoid of the architectural embellishments which it was now proposed to introduce, and of which the effect would be, by throwing back the architectural period of the portion treated, to confuse and falsify the tale which the whole exterior at present uniformly, consistently, and plainly told; that the church was a landmark of the religious history of the country, and that its characteristic features ought to be preserved. Major Gaskell also quoted the opinion of a most eminent architect, which was to the effect that no structure, however costly or architecturally designed, would compensate for the demolition of the present one. After patiently hearing both sides, the Chancellor granted the Faculty, observing that he did not think the Court ought to make itself judge of architectural propriety.

LONDON LIBRARY.—The annual general meeting of this society was held on the 31st May, Lord Houghton occupying the chair. The report of the committee, which was unanimously adopted, showed a net gain of 92 members, there being a loss by death, withdrawals, and otherwise of 119, as against 211 new members. There remain altogether on the register 1,518 members. The balance-sheet shows a gross income of £4,758 and a gross expenditure of £3,452, leaving a balance at bankers of £1,305. The sum expended in purchasing new books was £715, the number of volumes acquired being 2,245, whilst £228 had been absorbed in binding books. The circulation of books showed increased activity, more than 72,000 volumes having been taken out of the library by subscribers in the course of the year, being 9,000 more than in the previous year. Mr. C. M. Kennedy and Mr. Frederick Pollock having been elected members of the committee, and Mr. John O'Neill and Mr. F. Espinasse auditors of the accounts for the current year, a discussion ensued about closing the library on Saturday afternoons. After several amendments the resolution was withdrawn and the matter referred to the committee. The meeting concluded with a vote of thanks to the chairman, also to Mr. Harrison, the Librarian, and his assistants.

RETURN OF MR. BRASSEY, M.P.—Mr. Brassey, M.P., for Hastings, with Mrs. Brassey and family, arrived in their yacht *Sunbeam* off Hastings on the 26th ult., having accomplished a trip round the world. As soon as the vessel was sighted two gigs, manned by local Royal Naval Artillery Volunteers, a corps originated by Mr. Brassey, rowed off to her, and the men heartily congratulated him upon his safe return. The *Sunbeam*, in her voyage, has traversed 86,000 miles under steam and canvas, having been away forty-six weeks.

THE Queen of Holland died yesterday. The late Queen Sophie Frédérique Mathilde, consort of William III., King of Holland, was in her fifty-ninth year, having been born June 17, 1818; she was a daughter of William I., the late King of Wurtemberg. Her marriage took place on June 16, 1839, and she leaves two sons surviving her—Prince William Nicholas of Orange and Prince William Alexander.

THE Pacific Mail Steamship Company's steamer *City of San Francisco* has been lost while on a voyage from Panama to San Francisco. The vessel alone was worth over £100,000.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
 No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.
 A REGISTER is kept of the Addresses of all Persons connected with the *Pan East*, and reference can be made to the same by personal application at the Office or by letter.

The "*LONDON AND CHINA EXPRESS*" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "*LONDON AND CHINA TELEGRAPH*" is published Weekly on the arrival of the English and French mails. Subscription, £3 2s. per annum.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 4, 1877.

THE report of the China Merchants' Steam Navigation Company, the substance of which we noticed in our last issue, is undoubtedly a very noticeable document; and, although the objects which it sets forth with little disguise, that, namely, of taking the steamer traffic out of the hands of foreign companies, can scarcely command the full sympathy of Europeans, it is undoubtedly a very elaborate and well-prepared statement, and shows a desire on the part of the Chinese to adopt foreign appliances, so long as they can see their way to do so, without injury to their own countrymen. It is evident that they are determined to throw all the energy possible into their enterprise, and to endeavour to enter independently into the field of steam navigation on the China coast and rivers. After enumerating the difficulties which have had to be encountered, the report goes on to state that the efforts of the Company during its three years of existence have not been without success. During the first year a profit of 10 per cent. was divided, and during the second 15 per cent.; while the profits of the Company during the third year had been good, in spite of the prolongation of the Yunnan disagreement, the famine in the south and drought in the north, the reduction of freights by foreigners, and the heavy rate of interest which had prevailed. Owing to these adverse circumstances, after payment of interest due on liabilities to native banks, the Company was in a position to declare only 5 per cent. dividend. The troubles, however, are yet to come, in the shape of repairs and renewals of steamers. We certainly admire the courage of the managers in publishing such an elaborate report.

In another column we publish the Report of the P. and O. Company for the six months of their present financial year, which commenced on the 1st October last. Considering the depressed condition of business and the competition which has had to be met, the state of affairs shown is satisfactory. A dividend for the half-year at the rate of 4 (four) per cent. per annum is proposed, and, since the last report, further debentures to the amount, namely, of £70,500, have been paid off. The directors have succeeded in obtaining from the Italian Government an extension of the contract for the service between Venice, Ancona, and Brindisi for two years, from February, 1878.

It is very much to be regretted that any one in the position of Dr. AYERS should have sent forth in an official report—to be found in our Hong Kong news—a statement in regard to opium smoking, which is not only opposed to the experience of residents in China, but is calculated to induce young men, who are ever ready for any new sensation, to give opium a trial.

MR. BRASSEY, M.P., has written to *The Times* valuable and important letters—which we reproduce—in which he calls attention to the two gunboats recently completed for the Chinese Government, and takes occasion to point out that small vessels can now be employed to much greater advantage than formerly.

ON the occasion of HER MAJESTY's birthday, Sir HARRY ORD, formerly Governor of the Straits Settlements, has been raised to be a Knight Commander of the Order of St. Michael and St. George; and Mr. GEORGE VANE, Colonial Treasurer at Ceylon, has been made a Companion of that Order.

SALES TO ARRIVE IN JAPAN.

In a former issue we drew attention to the question of sales of imports to arrive in Japan, and the manner in which the case of *TEMPLE WILLCOX and Co., v. YOKOZAWA ZENSUKE* had been decided by the Japanese Court. On that hearing, the plaintiff sued his Japanese buyer, the defendant, for an order of the Court to compel him to take delivery of 300 pieces of velvets which had been sold to him by sample "to arrive," and which were refused, upon the ground that the goods did not come up to sample. This fact was clearly proved by the admission of the plaintiff's own arbitrator; and, in commenting upon the case at the time, we held upon this fact, and, contrary to the opinions expressed in some of the Japanese papers, that the decision was an obviously fair and reasonable one. Here it might have been supposed the matter would have ended, but a curious and interesting complication has since arisen. On the basis of the decision given in his own Court, the Japanese very naturally claimed back from the seller the earnest money, amounting to \$150, which he had paid on signing the contract; but Mr. *TEMPLE WILLCOX* refused to return it, notwithstanding the adverse decision upon the quality of the goods which he had offered. This action seems to be quite inexplicable; and what follows is unique in the history of legal proceedings. The Japanese merchant brought a claim for the return of the earnest money before the Law Secretary of the English Court there, Mr. *HIRAM S. WILKINSON*, who with a display of learning which would probably astonish both Bench and Bar here, came to the conclusion that the plaintiff was bound to take delivery of what, according to the defendant's own arbitrator, were declared not to be goods which the plaintiff had bargained for, and that before he had done so he could lay no claim to the return of his earnest money. In other words, it has been decided that if a man buys one thing from another he is bound to take anything which the seller may offer him, provided that the said other thing happens to go by the same general name as the thing bargained for. No doubt, according to the proverb, "eggs is eggs," but velvets is not always velvets, and a variation in quality will ordinarily make so great a difference in the merchantableness of the article, that to offer a materially inferior kind of goods practically amounts to offering different goods altogether. This really is the whole gist of the case, but it has been lost sight of unfortunately in the very elaborate judgment which has been delivered upon this very simple matter. Had the difference in value been only trivial, and had the goods been such as could fairly be considered of the class bargained for, no doubt the Japanese buyer ought to have taken delivery, sold them in the ordinary way, and claimed the small difference if necessary. But 25 cents on the value of a piece of velvet is a large difference, and was at least quite sufficient to raise the presumption that the goods offered were practically of a different kind to those stipulated for. If this were the fact it is simply waste of time to argue as to what decision the Court should have arrived at. As the matter now stands, it has virtually been decided that the unlucky Japanese is to lose \$150 because he will not take what he never asked for, and cannot get what he did ask for. A more unfortunate decision could scarcely be arrived at; and we trust that some of those in Japan who are interested in upholding our good name and credit will enable the Japanese merchants concerned to appeal from the Court at Yokohama, and in doing so take care that the true nature of the matter be stated. If the same ruling as that which has been given were made in the opposite case, for example, when a Japanese sold silk or tea for delivery and offered an article not up to sample, our export business with Japan would almost be brought to a standstill. On the other hand, it is needless to point out that such a decision as that under notice opens the door to wide-spread fraud on the part of any foreign trader who might think it a good stroke of business to make bargains for delivery of goods to Japanese, and on the basis of Mr. *WILKINSON*'s recent decision insist upon their paying for and taking delivery of widely inferior, and consequently different articles, on pain of forfeiting the heavy earnest money previously received from them.

CHINESE STRIKES.

THE history of the recent strike of the cotton yarn dealers in Hong Kong, particulars of which we have from time to time given, is interesting as illustrating at once the strength and the weakness of such combinations. That it is possible for Chinese Guilds to exercise much coercion and to force their members to comply with their regulations is shown by what was done by the Canton Cotton Guild, and has been illustrated by similar acts on other occasions. But that there is also some limit to this apparently arbitrary power is equally well displayed, and from what took place it is clear that even in China, where combinations of the kind are perhaps more powerful than in any other part of the world, it is not within the power of the few who direct them completely to ignore the wishes of the others concerned. Some of the cotton and yarn dealers were in fact found to be going their own way, notwithstanding the threats of the Guild, and it appeared by the last accounts beyond the power of that institution to restrain them. This indeed would seem ordinarily to be the weak point in Guilds and trade combinations in China as it is in other places. At the same time, strikes similar to the one which has recently attracted attention are of unpleasantly frequent occurrence both in Hong Kong and at the Treaty ports; and they tell with especial force in the latter place, as it is there impossible to bring the force of authority to bear upon them as can be done at the Treaty ports. Combinations among the Chinese to the detriment of foreign trade have often been put down in Shanghai and other places, simply by invoking the aid of the local authorities on the ground that such attempts at coercion are contrary to the provisions of the Treaty. In Hong Kong, unfortunately, this cannot be done, as we are unable to do with the Chinese there what their own officials can easily accomplish in China. It may, however, be worth while of the local Government in Hong Kong to ascertain, if possible, whether in some instances at least the aid of the Chinese officials might not be brought indirectly into play. Where, for instance, a Guild has its head establishment at Canton and a branch at Hong Kong, it might at times be possible to induce the authorities at the former place to bring a little wholesome pressure to bear upon the members of the Guild living under their jurisdiction. This could not of course be claimed as a right; but the Chinese authorities might be disposed as a matter of courtesy and comity to assist us to this extent; and if such were the case, we should at least on some occasions have a check upon the combinations which have so often proved harassing and detrimental to trade.

Literature, Science, &c.

Although no new publications of first importance have been announced, several very interesting works are noted as being shortly forthcoming. Macmillan and Co. are publishing a volume entitled *Turks and Greeks*, by the Hon. Dudley Campbell, being an account of a recent journey through Servia, Roumania, and Greece, including a visit to Constantinople. Cassells have invited Mr. Myfe to write a popular history of the present century, which is to appear a volume at a time as it is finished, and it is also known to Sir Charles Dilke's friends that he is engaged in collecting materials for a history of the nineteenth century, although it is believed that he does not intend that any portion of his work should appear for many years. A new work, bearing the title of "The Sea of Mountains," by Mr. Molyneux St. John, will be shortly issued by Messrs. Hurst and Blackett, which will comprise an account of Lord Dufferin's tour through British Columbia in 1876. Dr. Delitzsch's Hebrew New Testament is now complete, and Dr. Dornier, of Berlin, so well known to English theological students by his *Christology*, is said to be engaged on a treatise on systematic Christian doctrine.

Among literary matters connected with the East, we note that the second part of *Facsimiles of Oriental MSS., &c.*, issued by the Palaeographical Society, is now ready for distribution. It consists of fifteen plates, with letterpress; and, dealing with eight languages, has, among others, specimens of Syriac, A.D. 509; Hebrew, A.D. 718; Arabic, A.D. 885; and Sanskrit, A.D. 1008.

The *Contemporary Review* and the *Academy* have both taken somewhat prominent notice of the Opium question. The former in its number for June publishes an article from the pen of Mr. Justice Fry, which is interesting alike for the lawyer-like skill and energy with which the case is argued, and the conspicuous want of accuracy with which the nature and

bearing of the facts are set forth. These for the most part are taken from the Report of the India Finance Committee of 1871, but only a few isolated statements which go to make Mr. Justice Fry's case are noticed, and many of these are misunderstood, while the only practical suggestion made is founded upon a complete misapprehension as to the bearing of the *Lekin* duty question which has arisen in connection with the Chefoo Convention. Upon this point the writer of the article says:—

I have pointed out some things which in my opinion we ought to do; I will now refer to one which I think we ought not to do. The Treaty of Tientsin, as I have repeated, forced China for ever to admit opium at a fixed duty; subject to revision by consent of both parties at decennial periods. As regards goods, other than opium, the Chinese Government were restricted as to the amount of inland duties which they should levy; but with regard to opium, the Chinese Government were left free to levy what taxes they pleased on it after it left the hands of the foreign owner,—a distinction due to Lord Elgin, who accepted the opium trade as an inevitable evil, and thought a regulated and licit trade better than an illicit one, and at the same time held that we were bound to do nothing to quicken this trade or enable us to scatter the drug broadcast through China. This check on the opium trade the English merchants have greatly objected to; and they induced Sir Thomas Wade in his negotiations for the revision of the Treaty of Tientsin to urge the point on the Court of Peking.

This is entirely erroneous. What the merchants have been urging was that the levy of the *Lekin*, a species of inland duty, should not be made within the limits of the foreign settlements upon any goods, not that the inland taxes should be taken off opium—a request which the foreign merchants in China know perfectly well it would be useless to make. The article in the *Academy*, which is from the pen of Mr. J. F. Goldman, is based upon the Rev. Mr. Moule's recent pamphlet, and upon another pamphlet written by Mr. J. F. B. Tingling. Its tone is far more moderate and sensible than that of the more ambitious essay in the *Contemporary*. While disapproving of the Indian Government being directly concerned in the production of opium through the Bengal Monopoly, the writer admits there is at least something to be said on the other side. He concludes as follows:—

The whole question is beset with difficulties; and not the least striking commentary on the mistaken zeal of some pupils of the ultra-school of Opium Abolitionists is to be found in the very recent reply of the Chinese Ambassador in London to a deputation which waited upon him to ascertain his views. His Government, he is reported to have said, wished to put a stop to the import, but they found that unless they were assisted not only by England, but by other countries, it would not be sufficient. It would not be sufficient for only England and China to refuse to continue it. . . . If England were to leave the trade it would simply fall into other hands. Slavery has been abolished in the United States, and serfs have been emancipated in Russia, irrespectively of money-claims involved. In a case of mere material profit and loss, England is capable of like efforts and a like sacrifice. But does the opium monopoly throw upon her shoulders the whole grave responsibility attributed to her? And is the time ripe for independent action? In any case, as the sudden removal of the objectionable drug must be physically injurious to the individual consumer, so might the cessation of the trade be gradual, and, to a certain extent, tentative.

Macmillan's Magazine for June contains an article upon Miss Jacob's recent biography of Rajah Brooke, from the pen of Mr. Sebastian Evans. He says with reference to the recent correspondence in *The Times*, that the vindication of the first English Rajah of Sarawak from the unadorned calumnies of Richard Cobden and Joseph Hume, calumnies uttered with motives as excellent as those with which Mr. Gladstone now reiterates them, has long ago been decisive and complete.

Japan Historical and Descriptive.—By C. H. EDEN. London: Marcus Ward and Co.—This book, which is compiled from larger and more expensive works on Japan, conveys a very good idea of the history, manners, and customs of that country, and will be acceptable at the present time, when so much attention is being directed to Japanese matters. To readers who are already acquainted with the subject, the most interesting part of the book will be the historical introduction, while the lighter and more descriptive portion of the work will also be acceptable to general readers. Mr. Eden has evidently taken considerable pains in consulting his authorities, and he brings a thoughtful and reflective mind to bear upon the different problems which present themselves for consideration. Speaking of the suppression of the powers of the Japanese Priests, he observes the curious parallelism which may be traced in it between Eastern and Western history. In the isolated Empire of Japan, the same difficulties which threatened the very existence of early European States made their appearance, and had to be confronted. The subjection, he notes, of the priestly or clerical classes to the State was found as necessary for the safety and well-being of Japan as of England or France.

Catalogue of the Buddhist Tripitaka. By Samuel Beal, Member of the Royal Asiatic Society.—The above valuable catalogue has been prepared for the India-office. The number of books in the collection is so large that a full report of their contents could not be prepared in time to accompany this catalogue, but sufficient has been done to show its peculiar value. Embracing, as it does, the writings of the early and late, or Southern and Northern, Schools of Buddhism, it will be seen that we have materials at hand for a complete history of that religion in all its develop-

ments. There are also a great number of volumes devoted to the early writings of the Buddhist Schools of China, particularly that of Tien-tai, and the Southern Contemplative (Tsung) School. And no history of Buddhism can be complete unless it reaches to these Schools, as they embrace within them many millions of followers, and in old time filled a still more important place in the religious history of China and Japan, the Tien-tai School being known in this latter country as Ten-dai.

Messrs. Wyld, of Charing-cross, have issued an excellent map of the country between Odessa and Constantinople, embracing the present seat of war on the Danube.

The author of "Flemish Interiors" writes to *The Times* as follows, under date May 25:—"I observe you quote a paragraph from the *Athenæum* to the effect that the authorities of the British Museum are purposing to add to our National Library a rare, curious, and voluminous Chinese Encyclopædia, now offered for sale at Peking. It may interest bibliophiles to learn that there has long been in the *Bibliothèque (Royale) Impériale et Nationale* of Paris a Chinese Encyclopædia in fifty vols., 4to., entitled the 'Kou-kin-i-tong,' dating from a period answering to 220 of the Christian era. I may mention that among a vast number of very early discoveries practically in use by that ingenious people, but forgotten and discovered again in our own day under the fallacious idea that they are 'new' (as if there were anything new under the sun), is the employment of anesthetics, at that time, and probably much earlier, in common use in surgery there, a Chinese physician, who flourished under the dynasty of Wei, by name Hao-Tho, being in the habit of administering a preparation of 'Ma-yo,' alias 'cannabis Indica,' or the hemp of the country, to his patients; when after a few minutes they became as if dead, and remained insensible to any amount of punctures, probings, incisions, amputations, &c. It is, therefore, probable that should England become possessed of the work in question, and should our Oriental philologists live long enough to translate it, we shall stumble prematurely upon some of those results of a refined civilisation to which the ordinary course of progress would only bring us after the lapse of many centuries."

MEETINGS OF SOCIETIES.

At the Asiatic Society a curious and interesting paper has been read by Mr. N. B. E. Baillie entitled "Is the Sultan of the Turks the Caliph of the Mussulmans and the Legitimate Successor of the Prophet?" in which he examined at considerable length the admitted authorities on this question, especially Ma-verdy, and came to the conclusion that, on the taking of Baghdad by Tatars in A.D. 1258 and the overthrow of the Abbasside House, the Caliphate became vacant, and that the story of a certain Ahmed, who is said to have been recognised by Bibars, the Mamlook Sultan of Egypt, cannot be relied upon as satisfactory evidence.—At the Society of Antiquaries last meeting, Mr. Rendle exhibited a long Chinese roll on silk, representing, with elaborate mythological detail, the newly-born Cycle or Buddhist Kalpa. Mr. A. W. Franks explained the subjects of the drawing, and deciphered the Chinese inscriptions, which proved the date to be of a cyclical year of the period Wang-leit. The date would probably be A.D. 1631. Following the date was an inscription, which Mr. Franks rendered, "From the precious repository of the shining saint." In illustration of this roll, Mr. Franks exhibited a similar roll from his own collection. This was much shorter, but was coloured. It represented the same subject, and was inscribed, "A drawing of the birth of a Kalpa by Wang Chin-pang." Then followed the date, viz., the second year of Hung-wa, A.D. 1369. In both cases the looks to fasten the rolls and the ends of the rollers were of jade.—At the Archaeological Association, some important Roman remains found at Sittingbourne, Kent, have been exhibited by Mr. G. Payne.—At the Zoological Society's meeting, on the 15th May, the Secretary read a report on the additions that had been made to the Menagerie during the month of March, and called particular attention to a Ceylonese Fish Owl (*Ketupa Ceylonensis*), from Ceylon, presented by Capt. H. B. Turner.

A Paris correspondent informs us that Don. Pedro II., Emperor of Brazil, has been elected Associé Etranger of the Institution Ethnographique de France.

The various Fine Art Exhibitions continue to attract a large attendance. The Royal Academy, as usual, is crowded, and contains a large number of notable pictures, though upon the whole it is not considered to come fully up to an average. In addition to the works by the well known academicians, there are many very excellent works from general sources. Mr. Leslie's *Time of Roses*, Mr. M. E. Frères *La Dinette*, Miss Bonneau's *La Siesta*, Sir John Gilbert's *Senators of Venice* are well criticised, and Mr. Chevalier's opening ceremony of the *Vienna Exhibition* in 1873 is one of the most notable, and has attracted much attention. The Grosvenor Gallery, which is a great acquisition in the Art world, contains many of the gems of the season. Miss Thompson's "Roll Call," "Balaclava" and "Inkerman" continue to attract large numbers of visitors to the galleries of the Fine Art Society in Bond-street. The Burlington Fine Arts Club brought together in its galleries in Burlington-gardens a curious

and interesting assortment of the etched works of Rembrandt. It is a loan exhibition, to which nineteen of the most learned acquirers of these exquisite performances have contributed from their respective collections. The examples now displayed are not classified, as is the usual practice, according to subject, but rather according to the date of production, a plan which shows the successive phases of the artist's genius, and the progressive stages of its development.

THE CHINESE ENVOYS.

The Envoys, accompanied by the Chinese Secretary of Legation and Dr. Macartney, were present at the Derby, and they have also visited the ships' models at the Fishmongers' Hall. They expressed themselves especially interested in the models of the Indian and Australian steamers. The subordinate members of the Embassy also appear to take great interest in our public institutions, and are frequently seen at the British Museum and other like places. A few days back one of them caused some amusement by the curiosity he displayed with regard to one of the Egyptian sarcophagi, to inspect which fully he hauled himself up with his arms till he could obtain a convenient point of view. The mummies are also much admired by the Chinese, but it is difficult to bring them to believe fully in their antiquity.

MR. GLADSTONE AND RAJAH BROOKE.

The subjoined letter has been addressed to *The Times* by Vice-Admiral Farquhar:—

It is with extreme reluctance that I again ask the favour of a small space in the columns of *The Times*, but the reputation of a naval officer is as dear to him as is that of Mr. Gladstone to him, and I cannot rest under the imputation conveyed in his reply to Lord Grey's letter of having, in July, 1849, conducted to the useless and wanton slaughter of Dyaks without giving the assertion the most widespread denial. Mr. Gladstone's words are (speaking of the destruction of the piratical flotilla)—"Instead of a severe and protracted battle, my recollection is of a large, easy, unsparing slaughter, either without resistance or after resistance had ceased." Very briefly I beg to narrate what actually occurred, and, having been in command, I can speak with authority and with certainty. The European forces under my command, acting in concert with Sir James Brooke and the native allies, arrived off the mouths of the Botang Lupar and Kaluka rivers in July, 1849, with the intention (in accordance with my orders) of proceeding up those rivers to destroy the strongholds of the piratical communities of "Sarebas and Sakarran," but information having reached Sir James Brooke that a large piratical flotilla had left the rivers a day or two previously, and proceeded along the coast on a plundering and head-hunting expedition, we determined to intercept the pirates and punish them returning red-handed from slaughter. Accordingly, we guarded the entrances of the river (the highways to the strongholds of the pirates), and on the evening of, I think, the third day, after dusk, the flotilla was reported approaching the rivers. Immediately we were discovered in position, the pirates seemed to hold a short consultation, and then pushed boldly forward, and it was in barring their progress that a considerable number of them were killed. Two thousand at least ran their prahus on shore and made for the jungle, encountering the native allies on the beach, where a hand-to-hand fight ensued. Another division of the flotilla met the European force, and several prahus, with their crews, were destroyed. Instantly the fight was over orders were issued to stay pursuit, it being in our power to have cut off almost to a man the body of pirates who had escaped into the jungle. On the beach were found ghastly trophies of the expedition in the shape of mutilated and headless trunks of a woman and of other captives. Thus was a severe punishment inflicted on these pirates without much loss of life on our side, and without having to inflict misery on helpless women and children, such as attacking the strongholds would have produced. From close intimacy and friendship with the Rajah, Sir James Brooke, I am in a position to assert that a more truly humane man never lived. The greater portion of his life was devoted to trying to ameliorate the condition of the poor and simple Dyaks, whom he loved, and by whom he was beloved, but with the piratical communities, who were a curse to Borneo, he had no sympathy. I never knew him to commit any one act approaching to cruelty, and he stayed the hands of the native allies from shedding blood when they had much to avenge. Mr. Gladstone is powerful; let him also be just and withdraw expressions which taint the memory of the dead and the character of the living."

To the above letter Mr. Gladstone has replied as follows:—

When Mr. Baillie Cochrane put to me in the House of Commons a question, framed with excellent judgment, I assured him that in my view the whole responsibility of these proceedings had been assumed by the Government, and more especially by the Parliament, at home; and I added that Sir James Brooke enjoyed, to my knowledge, the respect and confidence of many excellent persons. When Lord Grey made a lengthened statement of the case from his point of view, I was contented with a few words, describing my own recollection, in reply. Had Admiral Farquhar confined himself to giving his version of the facts, I should have remained silent. Nor have I taken any public notice of the letter of a Bishop who describes me, in print on this occasion, as a reckless calumniator. But Admiral Farquhar calls upon me to withdraw the expressions I have used. Gladly would I do so upon cause shown. Most reluctant am I to enter largely into the case, for many reasons, of which the labour and inconvenience it will entail upon me are the smallest. But I cannot consent to stand before the world as a man who makes an accusation and then declines either to substantiate or to withdraw it. So soon, therefore, as I may be able, after returning to town in the beginning of June, I intend to re-examine

and state publicly the whole case, which may possibly exceed the limits of any letter you could admit to your columns. I shall not fail to abandon my former conclusion if I find it untenable. But I am bound to say that, so far as I can judge from a partial review, this is not likely to be the result of the stringent challenge I have received:

THE P. AND O. COMPANY'S REPORT.

In anticipation of the half-yearly meeting to be held on the 5th June, the directors beg to submit their report for the six months of the present financial year, which commenced on the 1st October last. As the proprietors are aware, this meeting is held for the purpose of receiving this report, and also when the operations of the period admit of it, for declaring an interim dividend in anticipation of the results of the year's working, the accounts of which are submitted in December.

THE FLEET.

The table prefixed to this report contains the usual particulars of the fleet.

Since the last report was issued, the *Columbian* has been sold. This vessel had been twice bought into the company's service, having been disposed of by the company in 1864, and re-purchased in 1866 at a time of great urgency. She had in the meantime been re-constructed, improved, and supplied with new machinery, but so rapid and extensive have been the changes in the company's work during the past few years that ships of the *Columbian's* stamp are no longer equal to it, and would not repay the cost of alterations for that purpose.

The directors have, for a similar reason, been compelled to lay up several other vessels, some of which were built comparatively a few years ago, and which were then well adapted for carrying on the business of the company. The proprietors do not need to be reminded that the Suez Canal completely altered the conditions of the company's carrying trade (upon which they depend for four-fifths of their revenue), and thus rendered obsolete a considerable portion of the fleet. Such vessels as the directors could clearly see their way to modernise sufficiently to meet the standard of the present day they have dealt with in that manner; but other ships, from the fact of being constructed with very fine lines, expressly for the mail service, are incapable of being converted into thoroughly efficient steamers of the type now required. It is the best policy, therefore, to dispose of such vessels as opportunity offers.

The *Australia*, which at the date of the last report was receiving new boilers, and an extensive overhaul, has completed a very satisfactory voyage to Calcutta. This vessel was the first steamer built by the company with engines on the latest high and low pressure principle, but in the boilers recently supplied to her the steam pressure has been greatly increased with marked additional economy.

The *Hindustan*, which has been receiving new machinery and other improvements under the hands of Messrs. Day and Co., is expected to be ready to recommence work next month. The directors recently invited tenders from a number of eminent firms for the construction of a new steamer of upwards of 4,000 tons, and the lowest offer—that of Messrs. Caird and Co.—was accepted. The present condition of the iron trade has enabled the directors to make this contract on favourable terms. This vessel, to be named the *Kaiser-i-Hind* (the title assumed by the Queen as Empress of India), will be the largest and fastest steamer as yet built for the company, and will be fitted with every improvement to adapt her for her future work. The directors are happy to add that during the past six months the services of the company have been carried on with the utmost regularity, and without a mishap of any kind worth noticing either to ships or machinery.

INSURANCE—LONDON AND SOUTHAMPTON.

Following the example of last year, the directors have ceased to effect any outside insurance on the fleet between London and Southampton for the summer months, reserving their decision as regards the winter insurance till further on. The proprietors will therefore note that this, in common with the other sea risks, is at present insured by the company as their own underwriters.

ITALIAN MAIL CONTRACT.

The contract with the Italian Government for the service between Venice, Ancona, and Brindisi, which is worked in connection with the English Mail Service between Brindisi and Alexandria, was secured for a period of six years, expiring in February next. The directors for some time past have been endeavouring to secure the extension of this contract, the payment for which is 500,000 lire, Italian currency, or about £20,000 sterling, for a further period of two years from 1878, so as to bring it into harmony in point of duration with the English contract. The efforts of the company's representatives, supported by the influence and goodwill of the Venetian community, have at length been successful in securing this object, and an enactment has just passed the Italian Parliament enabling the Government to renew this contract for a further period of two years from February, 1878, on the conditions at present existing. As the Italian people are vigorously and successfully endeavouring to foster their own mercantile marine, they entertain a very natural jealousy of any pecuniary arrangements in favour of a foreign flag. The fact of this contract being obtained will therefore be gratifying to proprietors as an evidence of the appreciation felt in Italy of the company's services in connection with the trade of Venice.

DEATH OF CAPTAIN HENRY.

The importance of Bombay as the company's principal station in the East requires that the appointment of superintendent there should always be held by an officer of proved ability, experience and integrity. These qualifications were possessed in a rare degree by Captain George Fitzgerald Henry, who, moreover, combined with them an amount of personal tact and public spirit which rendered him not only an excellent and popular manager in the company's service, but a most valuable citizen in the community among whom he lived. Captain Henry lost his life suddenly by being thrown from the carriage in which he was driving to the company's dockyard at Mazagon, on the 23rd February last, and the directors take this opportunity of record-

ing their deep sorrow at this event, and their sense of the loss of an invaluable officer, who had spent thirty years in the service of the company.

DEBENTURES.

Since the last report was issued the directors have paid off further debentures, amounting to £70,500. This reduces the original debenture debt of £800,000 to £565,000. As the financial arrangements of the company at present stand, the directors hope to pay off a further amount of debentures during the year, without being immediately obliged to replace the same by debenture stock which they hold authority to issue.

OPERATIONS OF THE HALF-YEAR—DIVIDEND.

During the period now under review the competition which the company's vessels have to contend against has certainly not been slackened, and in some quarters it has even been increased. Nor, as proprietors are no doubt fully aware, has there been any steady revival of business; on the contrary, the apprehensions excited by the warlike situation of Europe have tended to impose caution and restriction in almost every branch of trade. Nevertheless, there have been occasional glimpses of improvement in one direction or another, and the greater capacity of the company's fleet has always told when such opportunities have occurred,—so that for the first time for three years the earnings show an advance on those of the corresponding period of the previous year. The demand for silver in the East at the same time accounts for the greater part of the increase, but, as this is always a fluctuating and uncertain source of revenue, the directors do not feel warranted in assuming that, in the very peculiar condition of European politics and their bearing on trade in general, the increase in revenue will be borne out by the whole year's working.

The directors are glad to say that the working expenses of the company show a decrease, in some measure owing to the fact that certain ships, which were not profitable, have been laid up. The directors now beg to recommend the payment of a dividend at the rate of 4 per cent. per annum, free of income-tax, for the six months ended 31st March last. The warrants for this dividend will be payable on and after the 25th proximo.

MISSIONARIES AND MORALS IN CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—I notice that you take exception to some remarks having been made by one of the speakers at the recent meeting of the Wesleyan Missionary Society upon the moral conduct of the foreign residents in China, as being a hindrance to the spread of Christianity in that country. At the same time you do not deny that there are some grounds for complaint, and you admit that it is to be regretted that Sabbath-breaking in China is to be deplored. I have no more desire than you evince to be unduly severe upon residents in the Far East. I can make many excuses for their shortcomings, and regret that the absence of much that civilises and refines at home forms a temptation to a lax way of life, which is assuredly inadequately described as merely Sabbath-breaking. In order, however, to look upon other people's acts with charity we need not ignore plain facts, and I cannot see that those Missionaries are to be blamed who speak plainly on such subjects. I would appeal to any reasonable and sober-minded person at home whether there is not very much that requires correcting in the way of life in China. Of late years matters have improved, and I only trust that with the abandonment of much of the old luxury and extravagance, we shall find some of the want of self-restraint and the recklessness which have gained so unenviable a reputation for China residents abandoned likewise. There has been improvement in this direction, and I pray that it may continue; but in the meantime I can hardly consider it would be right, even if it were politic, as you urge it might be, for Missionaries to shut their mouths to things upon which they cannot shut their eyes or their ears. In conclusion, Sir, permit me to say that your remark that "Missionaries hold so much aloof that they are unable to put into force the very salutary influence (upon the European residents) which it would otherwise be in their power to exert" is scarcely warranted by at least the ordinary run of facts. Certainly so far as my experience goes it is the communities in the East who hold aloof from the Missionaries more than the Missionaries from them. The quiet way of life which Missionaries have of necessity to adopt as compared with others is little to the taste of the large majority of people, and Missionaries, however well educated, or however well informed, are seldom looked upon by the self-satisfied residents in China as gentlemen who have a right to be treated at least on an equality. If this habit be done away with, I do not think that as a rule Missionaries in China will be found indisposed to mix with the foreign communities; and I fully agree with you that their doing so could not fail to be beneficial.—Your obedient servant,

T.
London, May 23, 1877.

A YACHTING VOYAGE ROUND THE WORLD.

Mr. Thomas Brassey, M.P., has published a very interesting account of his voyage in the yacht *Sunbeam*, which shows that he has made good use of opportunities for making "notes." The voyage is certainly the most complete thing ever accomplished in yachting experience. Mr. Brassey says:—

The expedition is in some respects unprecedented; a circumnavigation of 35,400 miles has never before been made in the short period of forty-six weeks, from which must be deducted 112 days of well-earned re-

pose in harbour. We had, it is true, the advantage of steam, without which such a performance would have been an impossibility; but we travelled 20,517 miles under sail alone, and the consumption of coal has not exceeded 350 tons. The *Sunbeam* sailed from Cowes on the 6th of July, called at Torbay, Madeira, Teneriffe, and the Cape Verde, crossed the Line on the 8th of August, and, carrying a favourable breeze in the south-east trades, without even a momentary lull, a distance of 2,500 miles, arrived at Rio Janeiro on the 17th of August. Following the coasts of South America, we visited Montevideo, Buenos Aires, and Ensenada, steamed through the Straits of Magellan and Smyth's Channel, and reached Valparaiso on the 21st of October. While on the coast of Patagonia it was our privilege to rescue a crew of fifteen hands from the barque *Mont's Haven*, laden with an inflammable cargo of smelting coals, which had been on fire six days, when we most providentially descried her signals of distress.

On the 30th October we commenced our long and lonely voyage of 12,330 miles across the Pacific. We touched at Bow Island in the Low Archipelago, Maitea and Tahiti in the Society Islands, and Hawaii and Oahu in the Sandwich group. On the 21st January we sighted Assumption in the Ladrões, and on the 29th arrived at Yokohama. While in Japan we were present at the opening of the railway from Osaka to Kioto by the Mikado, and subsequently cruised in the Inland Sea in severe wintry weather. At Simonoseki we found the people much agitated by the recent outbreak of the Sateuma clan. On the 19th February we bade a reluctant farewell to Japan, and, following the most direct route to England, visited in succession Hong Kong, Canton, Macao, Singapore, Johore, Malacca, Penang, Galle, Colombo, Aden, Alexandria, Malta, Gibraltar, and Lisbon.

Having given the principal dates, the story of the voyage will be most rapidly completed by entering our successive passages in a tabular statement:—

	Miles.		
	Stem.	Sail.	Total.
Thames and English Channel	193	306	399
Torbay to Madeira	353	874	1,227
Madeira to Orotava (Teneriffe)	164	72	236
Orotava to Tarfaya Bay (San Antonio, Cape Verde)	85	666	921
Tarfaya Bay to Rio Janeiro	649	2,647	3,336
Rio to Montevideo and Buenos Ayres	609	713	1,221
Buenos Ayres to Possession Bay (Straits of Magellan)	816	534	1,340
In Straits of Magellan and Smyth's Channel	865	—	865
To Lota and Valparaiso	634	500	1,134
Valparaiso to Yokohama, calling at Hio in the Phoenix Group, Maitea and Tahiti in the Society Islands, and Hawaii and Oahu in the Sandwich Group	2,108	10,225	12,333
Yokohama to Kobe and Simonoseki, through the Inland Sea	—	453	453
Simonoseki to Hong Kong	395	1,015	1,410
Hong Kong to Singapore	313	1,351	1,663
Singapore to Point de Galle, calling at the Straits Settlements	—	1,658	1,658
Galle to Colombo and Aden	—	2,203	2,203
Aden to Suez	—	561	561
Suez to Alexandria	—	436	436
Alexandria to Cowes, touching at Malta, Gibraltar, and Lisbon	2,440	934	3,374
Total	14,979	20,598	35,575

Having sketched the voyage in outline, the following details may not be devoid of interest to readers with nautical tastes.

Every yachtsman should be a lover of sailing. In the cruise of the *Sunbeam*, although expedition was an essential consideration, steam has been used almost exclusively in calm or in narrow waters, or when, as it has often happened, we have sailed at sunset after a hard day's work on board, intending to make an offing during the night and set sails in the morning. Of the total distance of 15,000 knots under steam, 12,000 were traversed under those special circumstances which seemed to justify even a yachtsman in availing himself of the unromantic but invaluable engine. The best run under steam alone was 230 knots, and the most successful continuous performance was on the passage from Penang to Galle, in the week ending the 15th of April, when the *Sunbeam* steamed, 451 knots, with a daily consumption of $4\frac{1}{2}$ tons of coal. The best runs under sail from noon were 298 and 299 knots respectively. The first was on the passage from Honolulu to Yokohama, sailing along the 16th parallel of north latitude, and between 164deg. and 168deg. 15min. east. The second was in the Formosa Channel.

The highest speed ever attained under sail was 15 knots in a squall in the North Pacific.

On 28 days the distance under sail alone has exceeded, and often considerably exceeded, 200 knots.

The best consecutive runs under sail only were:—

- I. Week ending 18th of August, South Atlantic. In the south-east trades, wind abeam, force 5—1,456 knots.
- II. Week ending 19th November, South Pacific, south-east trades, wind aft, force 5—1,360 knots.
- III. Four days, 15th to 18th of January, North Pacific, north-east trades, wind on the quarter, force 5 to 9—1,027 knots. The average speed in this case was 107 knots an hour.

The following were the average speeds of the longer passages:—

	Days at sea.	Total distance.	Daily average.
1. Cape Verde to Rio	18	3,336	185
2. Valparaiso and Yokohama	72	12,333	171
3. Simonoseki to Aden	37	6,931	187

The vessel which has carried us so rapidly and safely round the globe claims a brief description. She was designed by Mr. St. Clare Byrne, of Liverpool, and may be technically defined as a composite three-masted topsail and screw schooner. The engines, by Messrs. Laird, are of 70 nominal or 350 indicated horse-power, and developed a speed of 10-13 knots on the measured mile. The bunkers contain eighty tons of coal. The average daily consumption is four tons, and the speed eight knots in fine weather. The principal dimensions of the hull are:—Length for tonnage, 157ft.; beam, extreme 27ft. 6in.; displacement tonnage, 531 tons; area of midship section, 202 square feet. With an addition of 20ft. to the length, and more engine power, the *Sunbeam* presents a type which might be found efficient for naval services in distant waters, where good sailing qualities are essential, and large

ships are not required. On looking back, and contrasting the anticipated difficulties with the actual experiences of the voyage, the ease and certainty with which every passage has been made are truly surprising. Our track has been for the most part within the Tropics. The storms off the Cape of Good Hope and Cape Horn have been avoided in the inland passages of the Straits of Magellan and the Suez Canal. We have encountered no continuous stormy weather, except during the four days preceding our arrival at Yokohama. We have suffered discomfort from heat and detention in calms, but storms have disturbed us seldom, and they have not lasted long.

Our experience of gales include a north-east gale off Cape Finisterre, on the outward voyage; a northerly gale between Rio and the River Plate, a westerly gale off the east coast of Patagonia, short but severe gales on each of the four days preceding our arrival at Yokohama, a severe gale from the north-west in the Inland Sea, a north-east gale in the Formosa Channel, a northerly gale in the Straits of Jubal, a westerly gale off Port Said, and an easterly gale on the south coast of Candia. On the passage homewards from Gibraltar we met strong northerly winds on the coast of Portugal, and a north-east gale off Cape Finisterre.

The navigation has presented few difficulties. All the coasts that we have visited have been surveyed. Lighthouses are now as numerous and efficient on the coasts of China and Japan as on the shores of Europe. Such is the perfection of the modern chronometer that lunar observations, the only difficult work in ocean navigation, are no longer necessary; and the wind charts published by the Admiralty supply to the amateur navigator accumulated information and valuable hints for every stage of his voyage. How infinitely easy is the task of the modern circumnavigator compared with the hazardous explorations of Magellans and Captain Cook, when the chronometer was an instrument of rude and untrustworthy quality, when there were no charts, and the roaring of the breakers in the dead of night was the mariner's first warning that a coral reef was near! Our comprehensive and varied cruise has strengthened my former convictions that the disasters due to negligence bear a large proportion to the number of inevitable losses. Every coast is dangerous to the careless commander; but there are no frequented seas where, with the exercise of caution and reasonable skill, the dangers cannot be avoided. These remarks do not, of course, apply to cases of disaster from stress of weather. In fogs there must be delay, though not necessarily danger. I am bound to commend the efficiency of our Consular Service in the remotest outposts of civilisation which we have visited; and evidences of good colonial administration are abundantly manifested at Hong Kong, Singapore, Penang, Ceylon, and Aden, in the prosperity and contentment of the people.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MAY 29.

We are in full Spring now, trees and flowers are in full blossom, and the approaching hot season is already making itself perceptible; the wealthy classes take to their country seats or are preparing for the baths; the City Theatre on Thursday next will give its last performance before the vacation, and the city will soon be in that dead state which signifies the summer.

In the upper Baltic circumstances are still very dull; at St. Petersburg fearful masses of ice have come down from the great Ladoga lake, and the newly-opened shipping has again been closed by barriers of ice that have accumulated in the river. At Cronstadt vessels can arrive, but are unable to get their cargoes, which have to be brought down by barges from the capital, to which the road now is blocked up by ice. The losses incurred by shipping through demurrage are very considerable. By a report received here to-day the Merchants Union at St. Petersburg has issued a publication announcing that the official opening of the shipping at St. Petersburg has not yet taken place, a fact of great importance upon the made contracts for the delivery of cargoes to the arriving vessels. The northern part of the Gulf of Bothnia also is reported full of ice, and shipping will reopen there unusually late.

In room of the deceased senator Dr. Gosler, Dr. Sieveking has been selected as a member of our executive power. Although such a selection is regarded as the greatest honour one can obtain here at Hamburg, still it sometimes involves very considerable losses to the selected, who is not further allowed to follow his former practice and occupation. Dr. Sieveking, although rather a young man, hitherto was very much employed as an advocate, and had an income certainly three times larger than the salary of a senator.

Rear-Admiral Batsch yesterday at Wilhelmshaven hoisted his pendant on board of the ironclad *Deutschland*. The squadron under command of this very active and experienced officer consists of the ironclads *Deutschland*, *Kaiser*, *Preussen* and *Friedrich Carl*, and the despatch boat *Falk*; it was to leave to-day for up Straits, for a cruise in the Mediterranean. The German corvette *Victoria* on the 27th of March left Gibraltar for the eastern Mediterranean; the *Gazelle* (corvette) and the two gunboats *Comet* and *Pommern* will join the squadron after its arrival in the Mediterranean, and the whole fleet then will be on the alert to take care of the interest as well of the German as the Russian subjects on Turkish territory, the Russians in Turkey, as you will remember, at present being under the protection of Germany.

Prince Bismarck's unexpected return to Berlin has been followed by a number of conferences with the Emperor and the Russian Ambassador at Berlin, and, although the topics taken into consideration on this occasion are not made known, the public opinion will not be very wrong in believing questions of great political importance have been decided. On Thursday evening the Imperial Chancellor went to Kissingen, Bavaria, accompanied by his family, to drink the waters there.

The Emperor sent delegates to Vienna in order to discuss with the Austrian and Hungarian authorities the conditions of a new commercial treaty between the two empires; but the Austrian Ministers demanding such stipulations which could not be granted by a free trading Government, our delegates have been called back to Berlin. In consequence of this circumstance, Count Andrássy has made several concessions,

And now our delegates are ordered to return to the Austrian metropolis on the 5th and 6th of next month for a new conference of probably better result.

PRODUCE MARKETS.

In spite of the Whitauide holidays forming the first part of the past week, transactions in some articles have been of considerable extent as with the gradually approaching warm season a good consumption demand sets in for all northern ports.

COFFEE.—Business during the first days of the past week has been a quiet one; afterwards it became very buoyant, because buyers tried to seize all cheap lots, and values went higher, in consequence of the higher prices paid in the Maatschappij auction, held on Thursday, at Rotterdam. All purchases in spot consisted of American provenience. Quotation for Java m.105 to 150 per ½ kilo.

SUGAR.—Transactions of any importance did not transpire during the past week. Quotations are:—Manilla brown clayed, m.23 to 31; do. unclayed, m.22 to 24; Mauritius brown, m.22 to 30; do. yellow, m.30½ to 32; Batavia white, m.34 to 35; do. yellow and grey, m.31 to 33; do. brown, m.22 to 30; Siam, Benares and China white (wanting), m.31 to 33; Zanzibar brown and yellow, m.28 to 32½; China brown and yellow, m.22 to 29, per 50 kilo.

RICE.—Transactions in raw quality did not transpire.

TEA quiet; a parcel of 35 ½-boxes Souchong changed owners.

COTTON with very limited transactions, and only such of American provenience.

SPICES.—Nutmegs, prime quality, m.5.60 to 6.40; Mace, ditto, m.5.70 to 5.90. Ginger firm; Bengal m.27½ to 28; Ceylon m.60 to 61. Cloves quiet; Zanzibar, m.136 to 138. Pepper without transactions of importance; Singapore quality, m.37½ to 38; Batavia, m.35½ to 36; White, m.68 to 76.

EXCHANGE.—London, three months, m.20.37 to 20.31 per £.

STOCKS AND SHARES.

In consequence of the approaching settlement and the political disturbances in France transactions have been of no importance during the past week, but the tendency has in general been a firm one, although it must be taken in mind that the settlement has had the most influence, as for the higher quotations of to-day in comparison with last Tuesday.

SHIPPING.

During the first week of the past fortnight the trade on the river side was unusually lively, and arrivals as well as departures were very numerous; of late, though, they have taken off again. Of arrivals from the Far East we can name the *Hesperia*, s.s., Johansen, from China, via Singapore and Penang; *Melpomena*, Moisen, from Rangoon; *Conrad Hinrich*, Schueler, from Papeete; *Eastern Empiro*, Ferguson, from Malden Island; *Parana*, Lane, from Hong Kong; *Prinz Albert*, Hoefner, from Leruka; *Fancee*, Norby, and *Feiga*, Christiansen, both from Hong Kong. Of departures only two are to be reported, namely, the *Cañida*, Johsen, for Apia; and *Meteor*, Dinokelberg, for Hong Kong. Of vessels on the berth are to be named *Hesperia*, s.s., for the usual route to Penang, Singapore, &c.; *Louise* and *Georgine Gossau*, for Singapore and Penang; *Cordelia*, Williams, for Batavia; *Walter Siegfried*, Stolp, for Manila; *Marco Polo*, Jaeger, Rhuddlan Castle, Richards, and *Niagara*, Wischhusen, for Hong Kong; *Adolph*, Heppert, for Shanghai; and *Johann Wieghorst*, Heyanga, for Japan; *Fritz Reuter*, Peys, for Rockhampton (Australia); and *Humboldt*, Busch, for Brisbane.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 30.

The papers are filled up with particulars about the forthcoming elections for Members of the Second Chamber of the States General. It looks as if we are about to have once more the old parties, the old cries, the old measures, the old leaders, the old tactics, and with a few exceptions, the old men. On every side it is assured that the new Parliament will be very much like its predecessor. Only, if I am correct in my estimates, I should like to say that the Liberals will become a more, a very decided majority in the new Parliament, and it may be that this majority of the House will be united on behalf of a clear and definite programme, and will be compelled to adhere together so long as the Lower Class Instruction question remains undecided. Without joining in all the abuse that has been levelled at the Premier I dare to say that the Heemskerck regime will soon be done with. The spectacle of a Ministry maintained in office by adroitness of tactics—of a minority ruling because the majority could never summon up courage to assert its supremacy, of a party sacrificing the one principle after the other, tradition after tradition, to retain power—this is a state of things which cannot any longer be endured. At all events, the present era of unworthy compromise will come to an end with approaching appeal to the country; and for that, if for no other cause, the majority can look cheerfully towards the immediate future.

The Members of the First Chamber met for the despatch of business. They have voted several Bills that were approved by the Second Chamber.

I regret that I have to state that her Majesty, our most beloved Queen, has been attacked by a serious illness, which causes earnest fears for her life. The tenor of the latest telegrams were, however, somewhat better, and so much is certain that his Majesty, who resides on his seat "het Loo," has not yet returned to the Hague; he will even start to-morrow to Harlingen in order to attend the festivals to inaugurate the new harbour works.

According to the *Handelsblad*, within a few days several officers of our army will be pensioned, whilst in the same time a promotion will take place.

The issue of the new loan in behalf of the Netherlands-India Gas Company has been crowned with a complete success. An amount of five millions was subscribed, whilst only 1,200,000 guilders were wanted.

On the 25th of this month a meeting was held by the shareholders of the Java Steam Shipping Company. The results of the last booking year seemed to be satisfactory. One of the steamers, the *Borneo*, that could not give any more profits, was sold. The treaty which was concluded with the Company Nederland proved to be satisfactory. A dividend was declared of 2½ per cent.

PRODUCE MARKETS.

The market for Colonial Produce was very calm; the transactions by private tender and public sales have given a satisfactory result.

COFFEE.—On the last sale of the Dutch Trading Company most of the lots offered were sold above the brokers' valuation, viz. the white sorts at 1½c. to 2½c., the yellowish 1c. to 1½c., greenish ½c. to 1½c. The article looks very healthy, and the general opinion is that prices will go up.

RAW SUGAR.—The trade is very limited, though full prices are still paid. The offers are very trifling. The very low prices of the best-root sugar mark the attention actually.

TOBACCO (JAVA).—A very limited business was done here. Only some couple of hundred bags changed hands, at prices that did not transpire. The stock includes 19,556 ba. Java, 7,294 ba. Sumatra, 3,400 ba. Manila and 3,090 ba. East India.

COTTON looks dull; prices are much declining.

SPICES.—Some demand prevailed for Nutmegs and Mace; even large quantities were bought for export. Cloves without demand. Pepper somewhat firmer, in consequence of a demand for export.

RICE meets with a good demand. 4,952 ba. Kandanghauer and 4,805 ba. Indramayoe were sold at firm prices, the particulars of which did, however, not transpire.

DRUGS.—On the 1st of June the Trading Company will sell large quantities of articles under this head.

RATTANS dull; only 70 piculs ex Conrad were sold.

JAVA INDIGO.—About 70 chests were sold at unaltered prices.

TIN looks enormously dull. Of Banca nothing was sold, and of Biliton some trifling lots at f.41½.

HIDES met with a lively demand; about 15,000 ps. East India were sold by private tender.

STOCKS AND SHARES.

Dutch Two-and-a-Half per Cent. 63 11-16; do. Three per Cent., 76; do. Four per Cent., 100 1-16; Dutch Trading Company, 106; Netherlands-India Trading Bank, 125; do. (Obligations) Five per Cent., 102½; Netherlands Bank, 338; Rotterdam Bank, —; Amsterdam Bank, 83; Java Bank, 199; Java Gas Company, —; Steam Company, "Java" (Shares), 4½; do. (Obligations) Five per Cent., 93; do. "Netherlands" (Shares), 83; do. (Obligations) Five per Cent., 101½; Dutch India Railway Shares, 96½; do. 1869 (Obligations) Four-and-a-Half per Cent., 100½; do. 1874 (Obligations), Four-and-a-Half per Cent., 100½.

The Bourse was calm and the transactions were very limited. The trade looked, however, healthier. The Money Market was well provided, but somewhat dearer.

SHIPPING.

ARRIVALS.—May 27, at Flushing, from Akyab, *Anny Dora*; 28, at Brouwershaven, from Banjoewangie, County of Bato; at Flushing, from Batavia, *Drente*.

DEPARTURES.—May 24, from Ymuiden, for Sourabaya, *Bima*.

RATES OF POSTAGE TO THE FAR EAST.

To	VIA SOUTHAMPTON.			
	Letters.	Post Cards.	Newspapers.	Book Pkts.
China, H. Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, and Labuan ...	6d. per ½ oz. ...	3d. each ...	1d. per 4 oz. ...	3d. per 2 oz.
Java ...	1/0	"	3d.	"
Cochin China ...	6d.	"	3d.	"
Philippine Islands ...	1/0	"	3d.	"

VIA BRINDISI.

China, H. Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, and Labuan ...	6d. per ½ oz. ...	4d. each ...	3d. per 4 oz. ...	3d. per 2 oz.
Java ...	1/3	"	3d.	"
Cochin China ...	6d.	"	3d.	"
Philippine Islands ...	1/3	"	3d.	"

VIA MARSEILLES (by French Mail).

China, H. Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, and Labuan ...	6d. per ½ oz. ...	3d. each ...	1d. per 4 oz. ...	3d. per 2 oz.
Java ...	1/3	"	3d.	"
Cochin China ...	6d.	"	3d.	"
Philippine Islands ...	1/3	"	3d.	"

VIA SAN FRANCISCO (by American Mail).

China, H. Kong, Japan ...	6d. per ½ oz. ...	3d. each ...	1d. per 4 oz. ...	3d. per 2 oz.
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* As no post-cards bearing impressed stamps of higher value than 1½d. have been issued, the ordinary post-cards now in use must be employed when it is desired to send a post-card to the Far East, adhesive stamps being affixed to the cards to make up the amount of the postage required.

BULLION AND EXCHANGE QUOTATIONS.

Bar Gold ...	77s. 9d.	per oz.
United States Gold Coin ...	76s. 3½d. to 76s. 3½d.	per oz.
German Gold Coin ...	76s. 3½d.	per oz.
Bar Silver, Fine ...	4s. 5½d.	per oz. std.
Bar Silver contg. 5 grs. Gold ...	4s. 6½d.	do.
Mexican Dollars ...	4s. 6½d.	per oz.

EXPORT OF SILVER FROM SOUTHAMPTON TO CHINA AND THE STRAITS SETTLEMENTS.

Year.	China.	Straits.
1874 ...	£1,658,855	£1,484,351
1875 ...	723,894	870,120
1876 ...	1,273,757	758,461
1877 to date ...	887,896	625,648

Monetary and Commercial.

In our last number we noted the departure of the steamers *Loudoun Castle* and *Glencraig* from Woosung, on the 25th ult., and since then advices have been received of the *Glennartney* and *Tartar* passing Woosung on the 28th and 30th ulto. respectively, and the *Deucalion* leaving Foochow on the 23rd, at which latter place, as noted below, the market opened much earlier than was anticipated. There are thus over 12,000,000 lbs. of the new season's teas afloat, in steamers, which will arrive here all within a week of one another, and will be a very severe test of the strength of this market. It is evident that there has been a rush of the old kind at the opening; but it is satisfactory to note that by the last accounts there was a decided lull, as, indeed, might well be expected after the large purchases made, amounting as they do to the settlement in a week of four times the consumption here. Importers generally express disappointment at the amount purchased, and the prices paid; but it may be hoped that the lull reported will continue. The probability, however, is that upon any material fall in the prices in China a large number of buyers, excluded by their limits from operating at the opening, will rush in, and further large supplies be sent forward. There is no doubt that the opening rates have been discountenanced on this side, and that orders to continue operations at anything like present prices will not be sent forward.

The Foochow Market opened with a brisk tone, and telegrams dated the 30th ult. state that settlements to the amount of about 40,000 chests, including Pakkings, had been made. The opening prices were on an average 11s. 3 below those of last year. The early opening of the market at Foochow has no doubt taken buyers in the North by surprise, and has probably been, to some extent, the cause of the lull which has taken place.

The total quantity of tea delivered from the bonded warehouses in London last week (five days, Whit-Monday being excluded) was 2,972,723 lbs., of which 1,827,830 lbs. was for home consumption, 557,235 lbs. was removed coastwise, 462,956 lbs. was exported, 121,710 lbs. was sent coastwise for exportation, and 2,992 lbs. was for ships' stores, while during the same period the amount received as duty was £45,696. The following were the quantities of the other principal dutiable articles withdrawn from the London bonded warehouses for home consumption during the week:—Coffee, 673,231 lbs.; cocoa, 68,866 lbs.; tobacco, 348,254 lbs.; cigars, 12,714 lbs.; wine, 139,744 gallons; brandy, 25,878 gallons; and rum, 27,735 gallons.

The reports of the likelihood of a short crop of silk both on the Continent and in China are confirmed by the latest accounts. From Milan telegrams have been received stating that the weather continues unsettled, and that complaints increase respecting the fourth stage of the worms. The latest Shanghai telegrams report that the crop of Hangchows, as well as that of Hainings, is likely only to be half of the average.

In the Produce Markets extreme quietude has been the prevailing feature. As is usual during the "Derby week," public sales have been almost entirely suspended, and the course of business generally has been greatly interrupted. Coffee has become dull, owing to heavy supplies, and has receded in value. Sugar continues dull, and there have been no transactions in East Indian descriptions. Rice is unsaleable, except upon easier terms, which sellers decline to accept. The supply of Cinnamon at the quarterly sales went off at an advance for low and medium kinds, but a slight decline for fine quality. Tin is again lower, Straits being quoted £69 to £69 10s., Banca £72 10s., Billiton £70 per ton. The Dutch sale has gone off at an average of 42½ guilders.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 10½ to 11½; Chartered Bank of India, 18½ to 19½; Chartered Mercantile Bank, 26 to 27; Comptoir D'Escompte, f.645; Hong Kong and Shanghai Bank, 29 to 31; Oriental Bank, 43 to 44; P. and O. Company, 38 to 40; Messageries Maritimes, f.617½; Suez Canal, f.636½; Japan Loan 9 per cent., 105 to 108; ditto, 7 per cent., 103 to 105; China Loan, 103 to 105 (buyers at 103).

A correspondent writes as follows on the subject of China Loans:—

I observe with pleasure that you have called attention in your article upon Mr. Hart's Circular concerning the Chinese loans to what is undoubtedly the most important point in connection with them, but one which is very likely to be overlooked at home, where we have nothing at all parallel to the divided authority in the Government as represented on the one hand by the Peking officials, and, on the other, by the Provincial authorities. As you point out, we cannot assume as a matter of course that any loan in regard to which the local authorities have been the immediate negotiators has the sanction of the Imperial Government; and it is very desirable that some steps should be taken to make it clear in all cases, whether a loan set on foot in China is one made on the authority only of a local official or one for which the Peking Government hold themselves responsible. The divided authority existing in China extends to matters of finance as well as to other affairs. It is perhaps one of the most troublesome elements with which we have to deal; and is at the bottom of much of the difficulty connected with transit dues, lekin taxes, &c.

With reference to the notice in our last of the suspension of Messrs. van Oordt and Co., of Yokohama and London, a circular has been issued by Messrs. Lawrance, Pies and Co., that a statement of affairs will shortly be submitted to the creditors.

The directors of Reuter's Telegram Company report that the net profits for the year ending the 31st December last, after payment of current charges, and deducting rebate on unexpired subscriptions, amount to £3,820, including £28 brought forward from the last account. The liquidation consequent on the dissolution of the joint-purse agreement referred to in the last report has rendered it necessary to provide for losses amounting to £6,887. The moiety of this amount falling to the company's share the directors have charged to the reserve fund, on account of its exceptional character. An interim dividend of 2½ per cent. was paid in October last, and the directors now declare a further dividend of 4s. per share, equal to 2½ per cent. free of income-tax, making a total distribution of 5 per cent. for the year, and leaving £192 to be carried forward. The directors regret that the adoption of the word-tariff by the Petersburg Telegraph Convention has adversely affected the profits derived from the transmission of private telegrams. They have confidence, however, that the measures in progress to augment the revenue from other sources will have favourable results in the future.

At the approaching meeting of the Suez Canal Company a dividend of f.3. 55½c. will be recommended, making, with the usual interest, f.28. 55½c. for the year, as compared with f.26. 8sc. in 1875.

The Governor and Committee of the Hudson's Bay Company announce that the result of the company's business for the year ending 31st May will not justify their recommending a dividend at the approaching meeting. Their report will be issued along with the annual accounts as soon as the latter are passed by the company's auditor.

Since the allotment of the India Council bills at a further decline the price of Bar Silver has fallen to 53½d., and that of Mexican Dollars to 54½d. per oz.

The P. and O. Company's steamer *Nepaul*, which was despatched from Southampton yesterday, has on board specie to the amount of £249,730, including £200 in gold for Galle, and in silver, £14,900 for Penang, £7,350 for Singapore, £37,700 for Hong Kong, and £48,800 for Shanghai.

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—We have to report a very dull and inanimate market during the past week, and there is little prospect of any improvement as long as weekly public sales supply current requirements at very low rates, and telegrams from China assure the trade of a very full supply of new season's Teas from Hankow and Foochow at the beginning of July. Congous.—Red-leaf kinds: Siftings are firm, the supply being small; common to good common are fairly saleable at the low current quotations; fair to medium and fine are without alteration. Pak Lin kinds are unchanged. Black-leaf kinds: Common to good common sell slowly at very low rates; fair to medium have been forced off at low prices, merchants wishing to close invoices; good to fine are now in small supply and without inquiry. New-makes Congous: Several parcels of new season's have been forced off at auction without reserve, resulting in a decline of 1d. to 1½d. per lb. in the value of common to fair quality, common new season's selling at 9½d. to 10½d., and fair to good at 11½d. to 1s. 2½d. In Oulongs and Souchongs business has been small at previous rates. Scented Teas.—Canton Capers have been realised at auction without reserve at low rates, common selling at 10½d. per lb., and fair to good at 11d. to 1s. 1d. per lb. Orange Pekoes are difficult of sale at about former prices. Green Teas.—Transactions have been unimportant, and prices tend in favour of buyers. The public sales have comprised 16,034 packages, nearly the whole of which were printed and sold without reserve. The deliveries for the week, as compared with last year, are as follows, viz.:—

	1877.	1876.
	lbs.	lbs.
Home Consumption ...	2,176,612	2,191,010
Coastwise ...	688,617	636,346
Exports ...	644,205	311,010
	3,509,234	3,138,366

Mr. D. D. Lewin's Market Résumé says:—Our market keeps very quiet, and throughout the past month it has worn an inanimate appearance; privately, business continues much restricted; public sales also have been on a more limited scale. It is hardly possible that any life or animation will now be manifested until the arrival of the New Crop Tea, which may be expected in London about the 5th proximo. It is satisfactory to know that buyers at Hankow are operating this season more cautiously.

SILK.

Messrs. Hogg, Walker, and Co.'s Circular says:—During the past month only a small business has been done in Raw and Thrown Silk, and the deliveries of the former are again disappointing; prices, however, show some improvement on the depressed rates ruling a fortnight or three weeks ago, and latterly there have not been wanting indications of an improved demand. Telegrams from China estimate the new season's crop at 55,000 bales, and report opening prices in the interior 22s. to 23s. 6d. for Blue Elephant class. Advices from the Continent are, as usual, of a conflicting nature, but it is generally admitted that the crop will not exceed two-thirds of an average one. From Canton

we hear the first crop will produce about 1,500 bales of an inferior quality to last year, and that prices of Market No. 4, which opened at 12s. 6d. have since advanced to 18s. 6d. The deliveries for the month are 2,118 bales, against 2,302 bales last month, and 4,172 bales in May, 1876.

	STOCKS.		IMPORTS.		DELIVERIES.	
	May 31. 1876.	1877.	Jan. 1 to May 31. 1876.	1877.	Jan. 1 to May 31. 1876.	1877.
China	15,320	21,465	10,642	12,791	12,996	8,261
Canton	4,884	6,754	618	1,032	2,452	2,746
Japan	4,450	8,258	1,076	3,413	2,275	2,034

Messrs. Durant and Co.'s Circular says:—The position of Silk is scarcely less unsatisfactory than at the date of our last Circular on the 1st May. The deliveries are very small—we fear beyond any mere influence of holidays—marking continued partial working of mills and looms. During the month there have been daily reports of something more than usual doubts and uncertainties as to European crop, and in the middle of the month telegraphic reports of comparatively small estimates of supply from China, backed by orders to purchase in this market, of no great extent probably, still marking faith in the estimates. The effect of these reports was somewhat counteracted by the political move in France, but they were sufficient to raise the drooping courage of holders and to cause the withdrawal of sundry small parcels which were pressing upon the market. The business since done, as compared with some few sales of Tussahs, China and Japan Silk that were made in the earlier days of the month, has been at an improvement in several cases of 1s. to 1s. 6d. per lb. Large purchases are also reported of manufactured goods, which, although it is said that they are at very low prices, must be trenching heavily upon stocks at the present reduced scale of production, and thus afford prospects of better things. The periodical public sales are fixed to commence on the 20th instant.

LONDON QUOTATIONS—JUNE 1.

CHINA.					
Tasties, No. 1	...	...	...	23s. 6d. to 24s. 0d.	
" No. 2	...	...	...	22s. 6d. to 23s. 0d.	
" No. 3	...	...	...	21s. 6d. to 22s. 0d.	
Red Peacock	...	...	...	19s. 0d. to 19s. 6d.	
Yuenfan and Hainan, Nos. 1, 2, and 3	...	...	...	19s. 0d. to 22s. 0d.	
Tayssan Kiating, Nos. 1, 2, and 3	...	...	...	17s. 0d. to 23s. 6d.	
Long Reel	...	...	...	11s. 0d. to 14s. 0d.	
Canton	...	...	...	12s. 6d. to 18s. 6d.	
Chinese Thrown	...	...	...	15s. 0d. to 18s. 0d.	
JAPAN.					
Mitsui and Sinsu, Nos. 1, 2, and 3...	...	...	...	21s. 0d. to 27s. 0d.	
Idah, No. 2 (None)	...	...	...	...	...
Sodai, No. 2	...	...	...	19s. 0d. to 19s. 0d.	
Oshiu, Nos. 1, 2, and 3	...	...	...	14s. 0d. to 23s. 0d.	
Amatsaki	...	...	...	16s. 0d. to 18s. 0d.	
Kakidaki	...	...	...	22s. 6d. to 24s. 0d.	
Hatcho-goe	...	...	...	14s. 0d. to 17s. 0d.	

COFFEE.—Large quantities at auction have met less demand, and have gone off without activity at irregular rates, Plantation Ceylon being especially dull, and 1s. to 2s. per cwt. lower, closing prices being, triage 83s. to 91s., common to fine small 94s. to 99s., low middling 100s. to 102s., middling 103s. to 104s. 8d., good middling to fine middling 105s. to 107s. 6d., dull to fine bold 109s. 6d. to 115s., pea-berry 105s. to 111s. About 200 bags Native Ceylon have been sold, small at 75s., barely good ordinary at 85s. 6d., bold at 88s.

CINNAMON.—The quarterly public sales held on the 28th ult. offered a total of 2,424 bales Ceylon, against 3,058 bales at the February sales, and 1,955 bales in May last year. Excepting fine qualities, which were rather slow of sale, and occasionally slightly cheaper, there was a good general demand, at last sales' rates to an advance of 1d. for second sort.

531 bales First sort, good to fine at	...	2/4 to 2/9
superior	...	2/10 to 3/8
ordinary to medium	...	1/9 to 2/3
1,073 bales Second sort, fine to superior	...	2/3 to 2/9
medium to good	...	1/9 to 2/2
low and ordinary	...	1/6 to 1/8
587 bales Third sort, fine to superior	...	1/11 to 2/3
medium to good	...	1/7 to 1/10
low and ordinary	...	1/3 to 1/6
233 bales Fourth sort, good to fine	...	1/5 to 1/8
ordinary to medium	...	1/1 to 1/4
low and spurious	...	0/8 to 1/0

2,424 bales

Of Chips 2,119 bags Ceylon met a good demand, and were nearly all sold at steady rates, bark at 3½d., ordinary to medium chips at 3½d. to 4½d., fair to good at 5d. to 5½d., cuttings and broken quill at 1s. to 1s. 6½d.

COTTON.—A very quiet tone has prevailed, and sales have been limited, but little alteration in prices has occurred. The sales for the week are about 2,000 bales:—Western Madras 4½d. to 4 13-64d. Cocosnada 5 1-16d., and for arrival—Tinnivelly 5 3-16d. June-July, good fair.

CASSIA LIGNEA.—About 500 boxes unworked have been sold from 48s. cash to 50s. full prompt.

CHINA STRAW PLAIT.—At auction 441 bales met an improved demand, and fully 300 bales were disposed of at about the former values as follows:—White, coarse wide 25 17s. 6d., good ordinary to middling 27 5s. to 28 12s. 6d., good middling to good 29 17s. 6d., to 25 15s., a few fine narrow 220, mottled 25 10s. to 23s., middling to good mottled 29 to 29 17s. 6d., one lot fine 29 5s., coloured (Black and White) 21 5s. to 21 13s., Tuscan 27, per bale.

CUTCH.—During the week about 500 boxes Pegu have been sold privately at 24s. 6d. for good, to 25s. for Elephant. At auction of 550 boxes offered 50 boxes Engine sold at 25s. 3d. to 25s. 6d. per cwt.

COCOANUT OIL.—The market has been quiet, and transactions have been limited in extent. Fine Cochin is 442, Ceylon 237 10s. to 238, according to packages.

GAMBER.—Sales of 50 tons have been made at 19s. ex ship arrived, and business has been done on the spot at 18s. ex quay. In auction 67 bags Cubes sold, 1st class damaged pale free at 27s.

GALE.—At auction 814 cases fair China were partly sold at 54s. per cwt.

GUM BENJAMIN.—Of 123 cases Sumatra, 10 cases seconds sold, dark 26 7s. 6d., fair mixed with dark at 27 15s. to 27 17s. 6d., the remainder bought in at 28 10s., free drop partly run at 21s., and thirds in block at 65s., or withdrawn.

HEMP.—Privately the following business has been done in Manila: On the spot 1,000 bales fair to fully fair at 230, and for arrival 500 bales Zebu, March sailing, at 231 10s.

HATS.—At auction of 104 bales China Rush 26 bales damaged sold at 1s. 3d. to 1s. 8½d. per dozen.

HIDES.—The sales again presented a liberal supply of China, for which an animated export demand existed, and, at current rates, which were equal on the average to those of last sale, the catalogues might have been cleared; the bought in portion was held above market value. For the few Singapore Buffalo offered a slight advance was obtained. Of 32,953 Chins Ox and Cow offered, 20,408 sold; Light, average 8½ to 11½ lb. 6½d. to 7d.; heavy, average 15½ to 18½ lb. 6½d. to 7d.; extra heavy, average 23½ to 27½ lb. 7½d. to 7½d.; kips, average 5½ to 6½ lb. 7½d. to 7½d.; thirds, average 12 to 19½ lb. 5d. to 5½d. per lb. 393 Singapore Buffalo, sold: Ordinary, best heavy, average 29 lb. 5½d.; 2nd heavy, average 28½ lb. 4½d.; light, average 13½ lb. 6½d.; heavy, average 21½ lb. 5d. per lb.

PEPPER.—Black: A moderate business has been effected, Penang at 3½d. to 3 9-16d., Singapore at 3½d. to 3 11-16d. White: No sales.

RHUBARB.—67 cases China sold, good fair rather mixed 3s. 6d. to 3s. 11d., middling to fair mixed 1s. 6d. to 3s. 1d.

RICE.—Floating cargoes of Burmah continue neglected, and sales can only be effected on easier terms, which holders are unwilling to accept. There has been no business on the spot. The floating cargo per Devana, 920 tons Japan, February sailing, has been sold, price not reported. A floating cargo of 1,100 tons Rangoon, February sailing, has been sold at 9s. 9d. open charter.

SAGO FLOUR.—300 bags have been sold at 15s. 10½d. short prompt.

STAR ANNISEEDS.—24 cases good fair China Star rather mouldy sold at 89s. to 89s. 6d.

SOY.—88 casks China sold at 1s. 8d. per gallon.

SUGAR.—The market has exhibited a dull tone, and as suitable refining kinds continue in limited request, prices have given way about 6d.; brown sorts are neglected, but crystallised and grocery Porto Rico at auction have sold firmly. There have been no transactions in East Indian descriptions.

TOBACCO.—Leaf: 416 bales Japan sold at 4d. to 8½d., 111 bales ditto damaged 2d. to 6½d., 420 bales China 1½d. to 5d., 28 bales ditto damaged 2½d. to 4½d., 53 bales Sumatra 4d. to 3s. 5d., 15 cases seed 4½d., and 13 bales Java 6½d., 1 bale Manila withdrawn. Cigars: 24 cases Manila Cigars and Cheroots sold at 4s. 3d. to 4s. 9d., one lot 6s., 2 cases ditto Cigars damaged 4s. 3d. to 4s. 6d.

TRY.—The Dutch sale of Banca, comprising 23,400 slabs, took place on the 30th ult., and realised 42½ guineas on the average equal to about £72 to £73 10s. delivered here. There have been small transactions in Straits at £69 on the spot, and closing quotations are:—Straits on the spot 269 10s., about 270, Banca £72 10s., Billiton £70 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The tone of the market has been stronger, and producers have felt warranted in asking more money. The effect is still to check business, as neither in Yarns nor Goods do the majority of buyers seem inclined to advance their limits. There have been offers for considerable quantities at the late low prices, but without result, though finally there is more disposition to pay a slight advance, and some transactions have been carried through. Altogether the market has gained strength.

QUOTATIONS.

Grey Shirtings	...	38½-39 in.	...	71bs.	...	5 2½	to 7 ½
Do. do.	...	...	...	81bs.	...	5 11½	to 6 7½
Do. do.	...	44-45 in.	...	71bs.	...	6 2½	to 8 3½
Do. do.	...	...	...	81bs.	...	6 10	to 8 8½
Do. do.	...	...	...	91bs.	...	7 10½	to 9 8½
Do. do.	...	50 in.	...	101bs.	...	9 6½	to 10 8½
Grey T. Cloths	...	32 in.	...	61bs.	...	4 2	to 4 11
Do. do.	...	...	...	71bs.	...	4 9-16	to 4 9-16
Do. do. (Mexicans)	...	...	...	71bs.	...	5 2 1-16	to 6 9-16
Do. do.	...	35 in.	...	81bs.	...	6 2 1-16	to 7 9-16
Madapolams	...	42 in.	...	21b. 8 oz.	...	2 2 11-16	to 2 8 11-16
Grey Jaconets	...	39 in.	...	21b. 1 oz.	...	2 8 17-32	to 2 8 17-32
Grey Drills	...	30 in.	...	141bs.	...	8 6½	to 11 2½
Grey Jeans	...	30 in.	...	81bs.	...	6 8½	to 9 5½
White Spot Shirtings	...	30 in.	...	...	...	9 6	...
Brocade	...	35 in.	...	...	...	9 9	...
Damasks	...	35 in.	...	...	...	17 2½	...
Water Twist (China quality)	...	16-24	...	...	...	0 9½	to 0 10½
Do. do.	...	28-33	...	...	...	0 10½	to 0 11½
Do. do. (Mock)	...	35-42	...	...	...	0 11	to 0 11½

WOOLLEN GOODS.—LONDON QUOTATIONS.

HH Long Ellis	...	...	...	33 0	per piece	Scarlet
HH Spanish Stripes	...	...	...	2 10	yard	"
HH Camlets	...	...	...	63 0	piece	"
SS	...	...	...	...	...	...
HH Lastings (6 reed)	...	...	...	50 0	"	Black
H Do. (5 reed)	...	...	...	44 6	"	"
HH China Figures	...	...	...	18 6	"	Black
H Do. do.	...	...	...	15 6	"	"
LL Do. do.	...	...	...	14 9	"	"

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ella.	Pieces Camlets.	Pieces Lustings and Crapes Lustings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stuffs.	Pieces other Woollens.
Shipped in this date during the present year	To China ...	49,620	40,860	23,210	98,315	24,160	14,685
	„ Japan ...	—	257	380	51,720	—	38,193
	Total ...	49,620	41,057	23,590	150,035	24,160	52,878
Shipped to the same date last year	To China ...	60,920	37,250	18,320	70,950	29,322	8,409
	„ Japan ...	—	—	390	35,620	—	9,373
	Total ...	60,920	37,250	18,710	106,570	29,322	17,782
Do. 1876	To China ...	56,180	33,700	22,450	76,145	22,663	30,674
	„ Japan ...	—	1,060	490	74,565	—	8,518
	Total ...	56,180	34,760	22,940	150,710	22,663	39,192
Total shipped during the year 1876	To China ...	119,800	78,610	58,930	133,568	54,335	33,666
	„ Japan ...	—	—	1,770	130,805	—	32,194
	Total ...	119,800	78,610	60,700	264,373	54,335	65,780
Do. 1876	To China ...	112,540	86,720	64,570	196,710	55,317	70,950
	„ Japan ...	—	2,470	1,160	261,950	—	62,319
	Total ...	112,540	89,190	65,730	458,660	55,317	133,269

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 22	S. H. Love	Hansen	Hong Kong	Callan
May 5	Edward James	O'Brien	Do.	Astoria
23	Varana	Lane	Do.	Hamburg
23	Amy Dora (s.)	Stephens	Akyab	Antwerp
23	Nymphes (s.)	Adam	Bassett	Copenhagen
23	Lonnater	Danielsen	Java	Do.
24	Princes Amalia	Timmerman	Do., for Amsterdam	Passend Deal
24	Sunda	Volckerts	Samarang	Brouwerhaven
24	Juno	Dirckx	Manila	Copenhagen
24	Quinta (s.)	Wang	Rangoon	Flensburg
25	B. Webster	Prince	Java	Greenock
26	Elmhurst (s.)	Reed	Rangoon	Liverpool
26	Captain Dux	Williams	Java	Do.
26	Larnac	Trail	Singapore	London
26	Havruen	Trolle	Sourabaya	Landskrona
26	Charles L. Pearson	Swain	Yokohama	New York
26	Madame Demorest	Risett	Hong Kong	Do.
27	Ceylon	Kelly	Do.	Do.
27	Hermann	Schmidt	Samarang	Ymuiden
27	Abercrombie	Lewis	Rangoon	Helvoet
27	Chateaubriand	Herre	Samarang	Falmouth
28	Avo Giuseppe	Gamba	Rangoon	Do.
28	Stoffa	Burns	Do.	Do.
28	Alfred	Schulds	Batavia	Do.
28	Comor	Brühl	Anoy	Do.
28	Pictor Adolph	Roever	Banjoewangie	Plymouth
28	Belle of Oregon	—	Hong Kong	San Francisco
28	Mary E. Russell	Nickerson	Samarang	New York
28	Hesperin	Johannsen	Penang, &c.	Cuxhaven
28	Meipomene	Nielsen	Rangoon	Do.
28	County of Bute	Craig	Banjoewangie	Brouwerhaven
29	Mercur	Gorgward	Singapore	London
29	Celebes (s.)	—	Java, for Nieuwe Diep	Passed Durgas.
29	R. B. Chapman	Rourke	Sourab., for Falmouth	Passed Lizard
29	Agamemnon (s.)	Wilding	Shanghai	London
30	Borga	Dale	Penang	Do.
40	County of Lancaster	Drysdale	Java	Queensdown

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 15	Hoogley	Front	Samarang	New York
16	Pleur de Lis	Rees	Singapore	San Francisco
17	Anahucac	Mathews	Java	Do.
21	Abel	Onslerkins	Samarang	Ymuiden
23	Runa	Hoppe	Sourabaya	Do.
23	Ruth	Minto	Penang	Sunderland
24	Kersbergen	Klisen	Sourabaya	Ymuiden
24	One	Morgan	Yokohama	Cardiff
24	Yucca	James	Java	Do.
24	Stadcoms	Davies	Singapore	Do.
24	Carriatal	Organ	Do.	Do.
25	Indus	Schiffelbus	Do.	Do.
25	Sappho	Williams	Java	Do.
25	Star of Brunswick	Timothy	Anjer	Penarth
26	Martha Jackson	Logan	Hong Kong	Do.
26	Alexandra	Elliot	Do.	Liverpool
26	Gj. bertus Hornabus	—	Atrich	Newcastle
26	Invincible	Bowes	Anjer	Sunderland
26	Kate Carnie	Wilson	Hong Kong	London
27	Kingdom of Sweden	Smith	Yokohama & Higo	Do.
27	Tordenskjold	Hansen	Singapore	Cardiff
28	Lord Kinnaird	Black	Do.	Do.
28	Patrioclas (s.)	Courtney	Penang, &c.	Liverpool
29	Cadiz (s.)	Rehevarria	Singapore & Manila	Do.
30	Condor	Weir	Do.	Do.
30	Stratton Andley	Richardson	Singapore	Sunderland

See Shipping Postscript and Correspondents' Letters.

PASSED SUEZ CANAL.

Date.	Steamer.	From	For
May 27	Holland	Nieuwe Diep	Ratavia
27	Prins Hendrik	Batavia	Nieuwe Diep
28	Mikado	London	China

SPOKEN

SARCO, Rangoon to Channel, March 29, 10 N., 87 E.
 ALEER, Akyab to Falmouth, April 17, 23 S., 61 W.
 STAD MIDDELBURG, Flushing to Java, April 25, 4 N., 23 W.
 WERRIA, Cardiff to Singapore, May 13, 47 N., 12 W.
 CUTWATER, Hong Kong to New York, April 27, off St. Helena.
 GLENISLA, London to Singapore, April 15, 28 S., 23 W.
 WEMYSS CASTLE, London to Penang, April 25.
 Q.K.P.H. (N. G. barque), Cardiff to Singapore, April 26, 1 N., 26 W.

CASUALTIES.

FALMOUTH.—May 28, the French barque Chateaubriand, arrived here from Samarang, collided last night, and carried away jibboom, jibboom rigging, bobstay, and martingale, and started cutwater.

MISCELLANEOUS.

LISBON.—May 22, sailed, Anna, for Sourabaya; this vessel left Rotterdam on Dec. 29, put into Isle of Wight for repair of damage, and sailed on May 1, but had to put into Lisbon, crew refusing to proceed.

CADIZ.—May 24, arrived, Aurora (str.), from Manila.
 GIBRALTAR.—Passed, May 22, N.M.H.F. (str.), from Batavia, for Rotterdam; 26, Glenfalloch (str.), from London, for China.

MALTA.—Passed, May 26, Lorne (str.), from London, for China; 27, Hampton (str.), from Rotterdam, for Batavia; 29, Glenfalloch (str.), from London, for China.

CAPE TOWN.—Sailed, April 26, Scharnhorst, for Singapore.

ALCOA BAY.—Sailed, April 21, Hebe, for Guam.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenroy. For Penang, Singapore, Hong Kong, Yokohama, and Higo: Atholl, Burmese.

SAILING VESSELS.—For Yokohama and Higo: Evelyn, Bertha Marion. For Shanghai: Birchvale. For Hong Kong: Melbrey, Elmstone, Lord of the Isles, Faugh-a-Ballagh, Felix Meudelssohn. For Batavia, &c.: Indien. For Singapore: Lake Lemau, Selim. For Penang: Celena.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Stentor (str.). For Manila: Trinidad, Granger. For Anjer: Ellen Munroe. For Singapore: Kalliope, Nela.

At GLASGOW.—For Shanghai: Hopewell. For Penang and Singapore: Ashmore. For Singapore: Ulva.

FREIGHTS AND CHARTERS.

Rates for steamers on the berth are very firm, few vessels being obtainable, but for July loading easier rates are obtainable. By sailing ships the rates are firm. There is nothing doing in homeward chartering.

Current Rates of Freight for Vessels on the Berth.

For STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 45s. meat. To Higo: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 45s. weight, 40s. meat. To Hankow: 60s. weight, 60s. meat. To Hong Kong: 45s. weight, 40s. meat. To Singapore: 45s. weight, 35s. meat. To Penang: 45s. weight, 35s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

For SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Higo: 30s. weight or meat. To Shanghai: 25s. weight, 20s. meat. To Hong Kong: 25s. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Penang: 22s. 6d. weight, 20s. meat. To Batavia Samarang and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Bangkok: 25s. To Singapore: £22. To Penang: £23. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 32s. 6d. To Hong Kong: 27s. 6d. To Manila: 25s. To Singapore: 22s. 6d. To Penang, 22s. To Colombo: 22s. To Galle: 20s. To Batavia and Sourabaya: 22s. To Macassar: 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai 25s. To Singapore: 19s. To Batavia and Sourabaya: 18s. To Galle: 18s.

GENERAL SHIPPING NEWS.

THE GLASGOW SHIPWRIGHTS' STRIKE.—There is not the slightest indication of a termination of the struggle between the Clyde shipbuilders and their employers. The ranks of those on strike have been swelled by 1,800, making fully 8,000 now idle. The effects are beginning to tell on the shipkeeping community in the various districts, money being very scarce. The Executive of the Blacksmiths' Association of Scotland have agreed to allow their members who have been locked out strike allowance. Nearly 100 ships are lying unfinished in the river for want of shipwrights.

THE P. and O. Company's steamer Hindostan, which has recently had new engines and boilers, at the yard of Messrs. Summers and Day, Southampton, took her trial trip on the 28th ult. Everything worked satisfactorily, the average speed attained being fourteen knots. She leaves Southampton with the usual mails on the 7th inst.



SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Brindisi, Marseilles, or Venice and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks. Office, No. 34, Londonhall-street, London, E.C.

THE FAMINE IN CHINA.

THE Rev. T. RICHARD, of Chefoo, whose communications have been recently referred to in the columns of *The Telegraph*, writes as follows: "People of all ages die of actual starvation by thousands. This is no exaggeration. The famine extends over a district which includes at least 5,000 villages, and in these, taken together, I am certain within the week in saying that 600 die daily. Perhaps 1,000 may be within it. A few days ago I traversed the worst part. It is most heartrending. Can anything be done immediately at home? Friends in Chefoo have sent me \$500. Shanghai and other places I have not heard from yet. The first steamer of the Spring is expected north to-day. Perhaps \$1,000 more will be made up. Funds will save lives on the end of May. It will be only charity after that. If you can do anything telegraph." Under date March 5 Mr. Richard says:— "I drew another £50 to-day, making in all £250. If I die before the year is out let my property here make up the deficiency, so long as I have anything to mortgage. I cannot abide the sight of people dying about me without giving them relief. Thousands upon thousands have perished already. Houses are pulled down in every village to sell the timber and thatch in order to get food. Those who can get husks and dry leaves ordinarily used for fuel are considered well off. Most of the poor young girls have been sold. Old men, middle-aged, young men, and children die daily of sheer starvation, and others freeze. The dead cannot get a burial; they are too many, and none can afford the expense, so they are cast daily into large pits. Terrible."

The Committee of the Baptist Missionary Society have, by telegraph, advised Mr. Richard to draw £250 at once, and authorised the payment of a further sum of £250 if urgently needed.

CONTRIBUTIONS in aid of the Famine Relief Fund will be thankfully received by the Treasurer, Joseph Tritton, Esq., 19, Castle-street, Holborn, London, E.C., or by the bankers of the Society, Messrs. Barclay, Bevan, Tritton, Truett, and Co., 54, Lombard-street.

The following contributions have been received:—

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B. E. Fletcher, Esq.	1	0	0	Anonymous	2	0	0
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THE MISSIONARY SCHOOL BLACKHEATH.

THE foundation stone was laid in 1856 by the Earl of Shaftesbury. The building was intended to accommodate seventy-five pupils, and was opened in 1857. The cost was £7,000. The Institution became a decided success; the number of boys rapidly rose to seventy-five, and in addition to these there were in attendance as day pupils twenty of the sons of gentlemen of the neighbourhood, it being thought advantageous that the missionaries' children should mix freely with boys born and brought up in England. For some years past there has been a growing difficulty in obtaining a sufficient income to keep the Institution in working order (probably in consequence of a very general impression that one or two of the Missionary Societies supported the School), so that it has been found needful to reduce the number of pupils to fifty. A meeting of subscribers was lately called to consider the expediency of closing the School. The result, however, was a vigorous effort to raise the necessary funds to carry it on efficiently. The appeal was warmly responded to, and £1,000 was obtained. The debt has been paid off, some necessary repairs effected, and the hope is that the Home and School, so valued by our noble band of missionaries, will be raised to a state of efficiency equal to that of its best days.

The Committee is happy to have as the present Head Master the Rev. Edward Waite, M.A., a gentleman of high literary qualifications, while Mrs. Waite is a true mother to the boys. There is an efficient staff of masters assisting Mr. Waite, and every confidence is felt that such an education is being given as will afford entire satisfaction both to the parents and the subscribers. The Institution is wholly nonsectarian in its character. The total number of boys received since 1853 is 307. Of these 176 were the sons of missionaries of the London Missionary Society, Baptist, 75; Presbyterian, 23; Wesleyan, Episcopalian, and others, 23.

The School is not intended for merely secular instruction; the spiritual interests of the boys are carefully attended to; they are diligently instructed in the truths of Holy Scripture, their conduct constantly watched over, and the whole of their school life pervaded by Christian influence. The Committee are aware that the character of education in general has been much improved in recent years, and being anxious not to fall behind any similar institution, have tested the progress of the boys periodically by Cambridge University Examiners and otherwise, with very satisfactory results. They desire to stimulate the diligence of the boys by offering for competition at least one scholarship—or by what shall be equivalent to a scholarship. Some of the lads show excellent capacities, which would justify the highest opportunities of culture.

The terms on which pupils were originally received were £15 per annum. The charge is now £18, which, considering the increased cost of provisions, &c., is barely equal to the £15 of former times.

The Committee respectfully and urgently solicit the annual assistance of all friends who are able to help the Institution by their contributions. They cordially thank the liberal contributors to the Special Fund above referred to, and beg again to remind them and other friends of the School that it is entirely dependent upon the payments of the parents, and upon voluntary subscriptions, there being no endowment of any kind, or any other source of income, with the exception of an Annual Donation from the executors of a deceased friend to which, however, there is no legal claim.

Subscriptions received by Dr. Mullens, London Missionary Society; Rev. Joseph Beasley, 13, Paragon, Blackheath; & H. Bateman, Esq., Devonshire House, Blackheath, S.E.; or by the Agents of this Paper at the ports of the Far East.

THE AUSTRIAN MONTHLY ORIENTAL REVIEW.

PUBLISHED by FAEST and FRICK, booksellers, 27, Graben, Vienna, under the direction of the Oriental Museum in that city, with the co-operation of Messrs. M. A. Becker, Vienna; G. Dietrich Shanghai; F. von Hellwald, Canstadt; Fr. von Hochstetter, Vienna; F. Knitt, Vienna; A. von Kremer, Vienna; F. X. von Neumann, Vienna; A. Pees, Vienna; J. E. Polak, Vienna; F. von Richter, Berlin; C. von Scherzer, London; J. von Schlegel, Vienna; J. Vambery, Buda-Pest; G. Wagener, Yedo; J. von Zsiedinek, Beirut.

Edited by A. VON SCALA. Published monthly. Annual subscription, 50kr or the German Empire, 11 marks; for other foreign countries, 14 francs.

The "Oesterreichische Monatschrift für den Orient" has the advantage of the co-operation of the most distinguished scholars, and has awakened the greatest interest and influence in all directions. The circulation is increasing daily, and it is steadily gaining in popularity. Subscriptions for 1877 should be sent in early, as may not be possible later to obtain complete files.

THE FOLLOWING

IS AN
EXTRACT FROM A LETTER
dated 15th May, 1873, from an old inhabitant of Romington, near Warminster, Wilts:—
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This fine OINTMENT is invaluable in the
cure of BAD LEGS, BAD BREASTS,
OLD SORES, wounds, ulcers, gout,
rheumatism, and all skin diseases.

**HOTEL BALMORAL, PARIS,
4, RUE CASTIGLIONE.**

MR. MACKENZIE, Proprietor (late Hotel Walther), gives personal attention to visitors. Apartments of all sizes. Terms moderate. All languages spoken.

**GRAND HOTEL DU LOUVRE ET
PAIX,**

RUE NOAILLES, MARSEILLES.

THIS Hotel is specially recommended by visitors to and from India, China, and Japan. All descriptions of Apartments, from £50 to £3. Restaurant, Table d'Hôte, Reading Rooms, &c.

VICTORIA HOTEL, ROTTERDAM.

Proprietor, J. TISSAN.

OPENED in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

GRAND HOTEL, VENICE.

FORMERLY HOTEL NEW YORK.

ON the Grand Canal. First-class house with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent crockery. Private gondolas at the Hotel. English and other languages spoken.

HOTEL DE LA VILLE, TRIESTE

PASSENGERS to and from INDIA, CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths.

Restaurant, Cafe, and Reading Room, with English, French, and German papers, and the London and China Express. Omnibus attends the trains.
CHARGES MODERATE.

HOTEL GRANDE BRETAGNE.

PLACE ROYALE, ATHENS.

ONE of the best Hotels in Europe. Views of the Acropolis, the King's Palace, &c. Charges very moderate.
S. KENDROS, Proprietor.

**HOTEL DE BYZANCE,
CONSTANTINOPLE.**

THE best Hotel in the Grand Rue at Pera; close to the English Embassy. Apartments and Salons of all sizes and prices. Pension at £16 per day. Well recommended to visitors to and from India, China, &c.

**HOTEL MESSAGERIES
ALEXANDRIA.**

THIS Hotel is on the sea-side, two minutes' walk from the Square. Quiet and central. Large and small apartments. Pension £12 per day, including wine. Well recommended by passengers to and from India, China, &c.

**HOTEL DER NEDERLANDEN,
PORT SAID, EGYPT.**

THIS splendid Hotel, situated at the entrance of the Suez Canal, offers every modern comfort at moderate charges. Large Dining, Coffee, Billiard, and Drawing-rooms with Piano, Colosse, American, French, Italian, German, and Dutch papers. Garden. Hot and Cold Baths.

SHEPHEARD'S HOTEL, CAIRO.

THIS old-established House has been refitted with all modern comforts and is well recommended to passengers to and from India, China, &c. New and Old Cairo offer the greatest contrast for visitors.

NEW HOTEL, CAIRO.**HOTEL DE L'EUROPE,
ALEXANDRIA.**

Proprietor.—PANTELLINI.

THESE Establishments are fitted with every comfort for visitors.

DUTCH BAZAAR, PORT SAID.

THIS extensive Establishment, opened in 1870, is very favourably known. Travellers and Passengers passing through the Suez Canal can be provided with any article. Cigars of the best Dutch manufacture, real Havana, Manillas &c., &c., at the most reasonable prices.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

A Telegram dated Singapore, 23rd April, advises that the recent Fire has in no way interfered with the business of the Company. The Fire was confined to the Coals stored behind the Wharf; and the Dock Wharves, Warehouses, and Machinery are uninjured.

All branches of the business are being continued as usual.

MACTAGGART, TIDMAN, & CO., Agents.

34, Leadenhall-street, London, 24th April.

OVERLAND ROUTE
—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

...	Tons	H.p.	...	...
Hindostan	1,186	600	June 7	Mediterranean, Aden, Bombay.
* Mongolia	1,835	630	June 14	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, & Queensland.
* Malwa	1,933	450	June 21	Mediterranean, Aden, Bombay.
* Penhawar	1,781	600	June 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE
via ITALY.—The PENINSULAR AND ORIENTAL COMPANY despatch their Steamers with the Overland portion of the Mails and Passengers in connection with the departures from Southampton, above, as follows:—

From Venice to Alexandria ... Every Friday.
Brindisi ... Monday.
For full particulars apply at the Company's Offices, 122, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

COLOMBO.—The PENINSULAR AND ORIENTAL COMPANY now book passengers to Colombo at the same fares as to Galle.
Apply at 122, Leadenhall-street, or 25, Cockspur-street.

OVERLAND ROUTE
via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, BRUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 a.m., beginning on Sunday, the 6th of November.

* Passengers eastward of Suez securing their berths in London are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's handbook.

For Passage, Rates of Freight, and Particulars see the Company's handbook, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

TRIESTE ROUTE FOR
INDIA, ALEXANDRIA, CONSTANTINOPLE, SMYRNA, PORTS in the LEVANT, &c.—The AUSTRALIAN LLOYD'S STEAMERS leave Trieste weekly.
For dates of sailing and all particulars apply at the offices, 127, Leadenhall-street, or at No. 14, Waterloo-place, London, S.W., and 4, Oriental-buildings, Southampton.

HICKIE, BORMAN, and Co., Agents.

GELLATLY, HANKEY, SEWELL, and CO.'s regular line of steamers, via SUEZ CANAL, to PENANG, SINGAPORE, JAVA, SAIGON, CHINA, and JAPAN:—

Ports.	Ship.	Class.	Tons.	Doek.	Sailing.
China, Japan, &c., Malacca, & Medit.	Messager.	...	...	V.L.D.	June 10
	de France	...	...	V.L.D.	June 20
		...	...	V.L.D.	July 14

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Pen-wick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

BATAVIA-NEDERLAND STEAMSHIP COMPANY (the only line of steamers under special mail contract with the Netherlands Government).

The following well-known Clyde-built mail steamers will be despatched on the undermentioned dates from SOUTHAMPTON, to PADANG, BATAVIA, SAMARANG, and SURABAYA, calling at Naples, taking cargo also for all transhipment ports:—

CONRAD, 3,000 tons, June 12.
*TAD HAARLEM, 3,000 tons, June 19.
CELEBES, 2,000 tons, July 3.
PRINS HENDRIK, 3,000 tons, July 24.

Fares:—First Class, £28; Second Class, £24.
For Freight and Passage apply to J. RAWKINS and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

STEAM to CHINA, via SUEZ CANAL.—The following high-classed Steam and Sailing Ships will be despatched as under:—

Port.	Ship.	Class.	Doek.	Lastship-ping day.
Pen., Sing., Hong K., Yokohama, and Hioo	Burmese, s.s.	100 A1	S.W.I.D.	June 11
Hong Kong Lord of the Isles	...	A1 10 yr.	W.I.D.	With des.

The above magnificent steamers have elegant and spacious accommodation, replete with every comfort, for sea passengers.
For Freight or Passage apply to NORRIS and JOYNER, 1, Regent-street Within, E.C. (corner of Cornhill).

ROBERTSON and CO.'s INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Doek.	To sail.
Straits and China	Cassandre, s.s.	A1 30 yr.	S.W.I.	June 20
Hong Kong	Felix Mendelssohn	3-3rd L.L.I.	S.W.I.	With des.
Yokohama & Hioo	Evelyn	A1 15 yr.	S.W.I.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

CASSANDRA, s.s., for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, now loading in the South-West India Dock; last shipping day, June 20.
For Freight apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

With despatch.
FOR SHANGHAI, the splendid clipper ship LEANDER, A1 16 years, 848 tons register, MATTHEW J. KNIGHT, Commander; South West India Docks.
For Freight apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

With despatch.—To follow the "Leander."
FOR SHANGHAI, the splendid clipper ship THASIA, A1 18 years, 879 tons register; JOHN ENGLAND, commander, South-West India Docks.
For Freight, apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.

With quick despatch.
FOR HONG KONG direct, the well-known clipper ELMSTONE, A1, 15 years, 638 tons register, THOMAS BRAGG, Commander, East India Docks.
Apply to KILICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, AND JAPAN.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenroy	100 A1	2,121	250	June 9
State of Louisiana	100 A1	1,869	240	To follow
Glenlyon	100 A1	2,119	275	To follow
Glencaig	100 A1	2,800	330	To follow
Glenartney	100 A1	2,106	330	To follow
Gleneara	100 A1	2,120	330	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenfith	100 A1	1,678	200	To follow
Glenorchy	100 A1	2,788	400	To follow
Glenfalloch	100 A1	2,128	275	To follow

For terms of Freight and Passage apply to McGuckro, Gow, and Co., No. 1, East India-avenue, London, E.C.

BLUE DIAMOND LINE.—LONDON to SHANGHAI.—The following high-classed Vessels will be despatched, as under:—

Vessel.	Class.	Tonnage.	Doek.	Lastship-ping day.
Wigton	A 100	737	W.I.	Sailed, Mar. 24
Abbey Cowper	A 100	699	W.I.	Sailed, Apr. 30
Birehvale	A 100	693	W.I.	May 31
Abbey Town	A 100	702	W.I.	To follow
Vale of Doon	AA1	668	W.I.	To follow
Vale of Nith	AA1	697	W.I.	To follow
Benlutha	A 100	670	W.I.	To follow
Stuart	A 100	690	W.I.	To follow
Overdale	A 100	690	W.I.	To follow

For Freight or Passage apply to the Owners, JOHN HAY and Co., 28, Brunswick-street, Liverpool, and 11, Leadenhall-street, London, E.C.

BLUE DIAMOND LINE.—ANTWERP to SHANGHAI.

Vessel.	Class.	Tonnage.	Doek.	Lastship-ping day.
Wigton	A 100	737	—	Sailed
Edward Barrow	3/3 L.I.	968	—	Sailed
A1 Ship	—	—	—	To follow

Apply to J. P. BERT and Co., Antwerp; or to the Owners, JOHN HAY and Co., 11, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

Tons.	Brokers.	To Sail.
Glenroy, s.s.	2,121 McGregor, Gow, & Co.	June 8
Burmese, s.s.	1,282 Norris & Joyner	June 10
Lake Leman	976 Wright Bros & Co.	June —
Selim	699 Wright Bros & Co.	June 20

LIVERPOOL.
Agamemnon, s.s. — Alfred Holt June 9
Nestor, s.s. — " " June 25
Stentor, s.s. — " " July 6

GLASGOW.
Ashmore — 1,100 The Skinner & Co. June —
Scale of wharf and dock charges may be found on application to the Company's London Agents, M. & A. MACTAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

Printed for the Proprietors by WOODFALL and KNAPP, Milkford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, June 4, 1877.